



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

YOU CAN DEFEAT
THE INJURIOUS
GLARE OF THE SUN
BY USING
CROOKES' GLASSES.
OBTAINABLE FROM
N. LAZARUS
OPHTHALMIC OPTICIAN
4, QUEEN'S ROAD, HONGKONG.

No. 19,886. 號六十八百三千九萬一第 日四初月六年申庚

HONGKONG, MONDAY, JULY 19TH, 1920.

號八拾月七年九國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS JUST LANDED

ALLSOPP'S
BRITISH
PILSENER BEER
BREWED AND BOTTLED AT
BURTON-ON-TRENT.

SOLE AGENTS:
**CALDBECK,
MACGREGOR &
CO., LTD.**
15, QUEEN'S ROAD CENTRAL.
Tel. No. 75.

CARTRIDGES! CARTRIDGES!!

CARTRIDGES!
NEWLY ARRIVED.
SPORTING CARTRIDGES,
12 10 and 20 bore. Loaded
with E. O. Powder, a powder
which gives universal satisfaction.
THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 4-6, Beaconsfield Arcade.

A LING & CO.

15, QUEEN'S ROAD CENTRAL,
HONGKONG.
FURNITURE AND PHOTO GOODS
GLASS ENGLISH, STAIN-BOARD AND
MIRROR MAKING
CANTON MARBLE IN VARIOUS SHADINGS
Photographic Goods of Every Description
In Stock.
Developing, Printing and Enlarging
UNDER TAKEN.
TELEPHONE 1912.

FRENCH LESSONS

G. MOUSSON,
15, MORRISON HILL ROAD.

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE

WEEK DAYS		SUNDAYS	
7.00 a.m.	to 8.00 a.m. Every 15 minutes	7.30 a.m.	to 10.00 a.m. Every 15 minutes
8.00	" " " " " " " " " "	8.00	" " " " " " " " " "
9.00	" " " " " " " " " "	9.00	" " " " " " " " " "
10.00	" " " " " " " " " "	10.00	" " " " " " " " " "
11.00	" " " " " " " " " "	11.00	" " " " " " " " " "
12.00	" " " " " " " " " "	12.00	" " " " " " " " " "
1.00	" " " " " " " " " "	1.00	" " " " " " " " " "
2.00	" " " " " " " " " "	2.00	" " " " " " " " " "
3.00	" " " " " " " " " "	3.00	" " " " " " " " " "
4.00	" " " " " " " " " "	4.00	" " " " " " " " " "
5.00	" " " " " " " " " "	5.00	" " " " " " " " " "
Night Cars		Night Cars	
8.50 p.m. to 9.20 p.m.		8.50 p.m. to 9.20 p.m.	
10.00 p.m. to 11.20 p.m. Every 30 minutes		10.00 p.m. to 11.20 p.m. Every 30 minutes	
11.45 p.m.		11.45 p.m.	
SUNDAYS		SUNDAYS	
7.30 a.m.	to 10.00 a.m. Every 15 minutes	7.30 a.m.	to 10.00 a.m. Every 15 minutes
8.00	" " " " " " " " " "	8.00	" " " " " " " " " "
9.00	" " " " " " " " " "	9.00	" " " " " " " " " "
10.00	" " " " " " " " " "	10.00	" " " " " " " " " "
11.00	" " " " " " " " " "	11.00	" " " " " " " " " "
12.00	" " " " " " " " " "	12.00	" " " " " " " " " "
1.00	" " " " " " " " " "	1.00	" " " " " " " " " "
2.00	" " " " " " " " " "	2.00	" " " " " " " " " "
3.00	" " " " " " " " " "	3.00	" " " " " " " " " "
4.00	" " " " " " " " " "	4.00	" " " " " " " " " "
5.00	" " " " " " " " " "	5.00	" " " " " " " " " "

As on Week Days.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings,
Des Vaux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compro Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.
On and after THURSDAY, April 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS										
Stations	No. 1 Local	No. 2 Through Express	No. 3 Local	No. 4 Through Express	No. 5 Local	No. 6 Through Express	No. 7 Local	No. 8 Through Express	No. 9 Local	No. 10 Local
CANTON (Tai Sha Tau) dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00
SHEK LUNG	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15
Sham Chun	7.55	8.25	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25
Shanghai	8.05	8.35	9.05	9.35	10.05	10.35	11.05	11.35	12.05	12.35
Yau Ma Tei	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45
Yau Ma Tei	8.25	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55
Yau Ma Tei	8.35	9.05	9.35	10.05	10.35	11.05	11.35	12.05	12.35	13.05
Yau Ma Tei	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	13.15
Yau Ma Tei	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55	13.25
Yau Ma Tei	9.05	9.35	10.05	10.35	11.05	11.35	12.05	12.35	13.05	13.35
Yau Ma Tei	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	13.15	13.45
Yau Ma Tei	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55	13.25	13.55
Yau Ma Tei	9.35	10.05	10.35	11.05	11.35	12.05	12.35	13.05	13.35	14.05
Yau Ma Tei	9.45	10.15	10.45	11.15	11.45	12.15	12.45	13.15	13.45	14.15
Yau Ma Tei	9.55	10.25	10.55	11.25	11.55	12.25	12.55	13.25	13.55	14.25
Yau Ma Tei	10.05	10.35	11.05	11.35	12.05	12.35	13.05	13.35	14.05	14.35
Yau Ma Tei	10.15	10.45	11.15	11.45	12.15	12.45	13.15	13.45	14.15	14.45
Yau Ma Tei	10.25	10.55	11.25	11.55	12.25	12.55	13.25	13.55	14.25	14.55
Yau Ma Tei	10.35	11.05	11.35	12.05	12.35	13.05	13.35	14.05	14.35	15.05
Yau Ma Tei	10.45	11.15	11.45	12.15	12.45	13.15	13.45	14.15	14.45	15.15
Yau Ma Tei	10.55	11.25	11.55	12.25	12.55	13.25	13.55	14.25	14.55	15.25
Yau Ma Tei	11.05	11.35	12.05	12.35	13.05	13.35	14.05	14.35	15.05	15.35
Yau Ma Tei	11.15	11.45	12.15	12.45	13.15	13.45	14.15	14.45	15.15	15.45
Yau Ma Tei	11.25	11.55	12.25	12.55	13.25	13.55	14.25	14.55	15.25	15.55
Yau Ma Tei	11.35	12.05	12.35	13.05	13.35	14.05	14.35	15.05	15.35	16.05
Yau Ma Tei	11.45	12.15	12.45	13.15	13.45	14.15	14.45	15.15	15.45	16.15
Yau Ma Tei	11.55	12.25	12.55	13.25	13.55	14.25	14.55	15.25	15.55	16.25
Yau Ma Tei	12.05	12.35	13.05	13.35	14.05	14.35	15.05	15.35	16.05	16.35
Yau Ma Tei	12.15	12.45	13.15	13.45	14.15	14.45	15.15	15.45	16.15	16.45
Yau Ma Tei	12.25	12.55	13.25	13.55	14.25	14.55	15.25	15.55	16.25	16.55
Yau Ma Tei	12.35	13.05	13.35	14.05	14.35	15.05	15.35	16.05	16.35	17.05
Yau Ma Tei	12.45	13.15	13.45	14.15	14.45	15.15	15.45	16.15	16.45	17.15
Yau Ma Tei	12.55	13.25	13.55	14.25	14.55	15.25	15.55	16.25	16.55	17.25
Yau Ma Tei	13.05	13.35	14.05	14.35	15.05	15.35	16.05	16.35	17.05	17.35
Yau Ma Tei	13.15	13.45	14.15	14.45	15.15	15.45	16.15	16.45	17.15	17.45
Yau Ma Tei	13.25	13.55	14.25	14.55	15.25	15.55	16.25	16.55	17.25	17.55
Yau Ma Tei	13.35	14.05	14.35	15.05	15.35	16.05	16.35	17.05	17.35	18.05
Yau Ma Tei	13.45	14.15	14.45	15.15	15.45	16.15	16.45	17.15	17.45	18.15
Yau Ma Tei	13.55	14.25	14.55	15.25	15.55	16.25	16.55	17.25	17.55	18.25
Yau Ma Tei	14.05	14.35	15.05	15.35	16.05	16.35	17.05	17.35	18.05	18.35
Yau Ma Tei	14.15	14.45	15.15	15.45	16.15	16.45	17.15	17.45	18.15	18.45
Yau Ma Tei	14.25	14.55	15.25	15.55	16.25	16.55	17.25	17.55	18.25	18.55
Yau Ma Tei	14.35	15.05	15.35	16.05	16.35	17.05	17.35	18.05	18.35	19.05
Yau Ma Tei	14.45	15.15	15.45	16.15	16.45	17.15	17.45	18.15	18.45	19.15
Yau Ma Tei	14.55	15.25	15.55	16.25	16.55	17.25	17.55	18.25	18.55	19.25
Yau Ma Tei	15.05	15.35	16.05	16.35	17.05	17.35	18.05	18.35	19.05	19.35
Yau Ma Tei	15.15	15.45	16.15	16.45	17.15	17.45	18.15	18.45	19.15	19.45
Yau Ma Tei	15.25	15.55	16.25	16.55	17.25	17.55	18.25	18.55	19.25	19.55
Yau Ma Tei	15.35	16.05	16.35	17.05	17.35	18.05	18.35	19.05	19.35	20.05
Yau Ma Tei	15.45	16.15	16.45	17.15	17.45	18.15	18.45	19.15	19.45	20.15
Yau Ma Tei	15.55	16.25	16.55	17.25	17.55	18.25	18.55	19.25	19.55	20.25
Yau Ma Tei	16.05	16.35	17.05	17.35	18.05	18.35	19.05	19.35	20.05	20.35
Yau Ma Tei	16.15	16.45	17.15	17.45	18.15	18.45	19.15	19.45	20.15	20.45
Yau Ma Tei	16.25	16.55	17.25	17.55	18.25	18.55	19.25	19.55	20.25	20.55
Yau Ma Tei	16.35	17.05	17.35	18.05	18.35	19.05	19.35	20.05	20.35	21.05
Yau Ma Tei	16.45	17.15	17.45	18.15	18.45	19.15	19.45	20.15	20.45	21.15
Yau Ma Tei	16.55	17.25	17.55	18.25	18.55	19.25	19.55	20.25	20.55	21.25
Yau Ma Tei	17.05	17.35	18.05	18.35	19.05	19.35	20.05	20.35	21.05	21.35
Yau Ma Tei	17.15	17.45	18.15	18.45	19.15	19.45	20.15	20.45	21.15	21.45
Yau Ma Tei	17.25	17.55	18.25	18.55	19.25	19.55	20.25	20.55	21.25	21.55
Yau Ma Tei	17.35	18.05	18.35	19.05	19.35	20.05	20.35	21.05	21.35	22.05
Yau Ma Tei	17.45	18.15	18.45	19.15	19.45	20.15	20.45	21.15	21.45	22.15
Yau Ma Tei	17.55	18.25	18.55	19.25	19.55	20.25	20.55	21.25	21.55	22.25
Yau Ma Tei	18.05	18.35	19.05	19.35	20.05	20.35	21.05	21.35	22.05	22.35
Yau Ma Tei	18.15	18.45	19.15	19.45	20.15	20.45	21.15	21.45	22.15	22.45
Yau Ma Tei	18.25	18.55	19.25	19.55	20.25	20.55	21.25	21.55	22.25	22.55
Yau Ma Tei	18.35	19.05	19.35	20.05	20.35	21.05	21.35	22.05	22.35	23.05
Yau Ma Tei	18.45	19.15	19.45	20.15	20.45	21.15	21.45	22.15	22.45	23.15
Yau Ma Tei	18.55	19.25	19.55	20.25	20.55	21.25	21.55	22.25	22.55	23.25
Yau Ma Tei	19.05	19.35	20.05	20.35	21.05	21.35	22.05	22.35	23.05	23.35
Yau Ma Tei	19.15	19.45	20.15	20.45	21.15	21.45	22.15	22.45	23.15	23.45
Yau Ma Tei	19.25	19.55	20.25	20.55	21.25	21.55	22.25	22.55	23.25	23.55
Yau Ma Tei	19.35	20.05	20.35	21.05	21.35	22.05	22.35	23.05	23.35	24.05
Yau Ma Tei	19.45	20.15	20.45	21.15	21.45	22.15	22.45	23.15	23.45	24.15
Yau Ma Tei	19.55	20.25	20.55	21.25	21.55	22.25	22.55	23.25	23.55	24.25
Yau Ma Tei	20.05	20.35	21.05	21.35	22.05	22.35	23.05	23.35	24.05	24.35
Yau Ma Tei	20.15	20.45	21.15	21.45	22.15	22.45	23.15	23.45	24.15	24.45
Yau Ma Tei	20.25	20.55	21.25	21.55	22.25	22.55	23.25	23.55	24.25	24.55
Yau Ma Tei	20.35	21.05	21.35	22.05	22.35	23.05	23.35	24.05	24.35	25.05
Yau Ma Tei	20.45	21.15	21.45	22.15	22.45	23.15	23.45	24.15	24.45	25.15
Yau Ma Tei	20.55	21.25	21.55	22.25	22.55	23.25	23.55	24.25	24.55	25.25
Yau Ma Tei	21.05	21.35	22.05	22.35	23.05	23.35	24.05	24.35	25.05	25.35
Yau Ma Tei	21.15	21.45	22.15	22.45	23.15	23.45	24.15	24.45	25.15	25.45
Yau Ma Tei	21.25	21.55	22.25	22.55	23.25	23.55	24.25	24.55	25.25	25.55
Yau Ma Tei	21.35	22.05	22.35	23.05	23.35	24.05	24.35	25.05	25.35	26.05
Yau Ma Tei	21.45	22.15	22.45	23.15	23.45	24.15	24.45	25.15	25.45	26.15
Yau Ma Tei	21.55	22.25	22.55	23.25	23.55	24.25	24.55	25.25	25.55	26.25
Yau Ma Tei	22.05	22.35	23.05	23.35	24.05	24.35	25.05	25.35	26.05	26.35
Yau Ma Tei	22.15	22.45	23.15	23.45	24.15	24.45	25.15	25.45	26.15	26.45
Yau Ma Tei	22.25	22.55	23.25	23.55	24.25	24.55	25.25	25.55	26.25	26.55
Yau Ma Tei	22.35	23.05	23.35	24.05	24.35	25.05	25.35	26.05	26.35	27.05
Yau Ma Tei	22.45	23.15	23.45	24.15	24.45	25.15	25.45	26.15	26.45	27.15
Yau Ma Tei	22.55	23.25	23.55	24.25	24.55	25.25	25.55	26.25	26.55	27.25
Yau Ma Tei	23.05	23.35	24.05	24.35	25.05	25.35	26.05	26.35	27.05	27.35
Yau Ma Tei	23.15	23.45	24.15	24.45	25.15	25.45	26.15	26.45	27.15	27.45
Yau Ma Tei	23.25	23.55	24.25	24.55	25.25	25.55	26.25	26.55	27.25	27.55
Yau Ma Tei	23.35	24.05	24.35	25.05	25.35	26.05	26.35	27.05	27.35	28.05
Yau Ma Tei	23.45	24.15	24.45	25.15	25.45	26.15	26.45	27.15	27.45	28.15
Yau Ma Tei	23.55	24.25	24.55	25.25	25.55	26.25	26.55	27.25	27.55	28.25
Yau Ma Tei	24.05	24.35	25.05	25.35	26.05	26.35	27.05	27.35	28.05	28.35
Yau Ma Tei	24.15	24.45	25.15	25.45	26.15	26.45	27.15	27.45	28.15	28.45
Yau Ma Tei	24.25	24.55	25.25	25.55	26.25	26.55	27.25	27.55	28.25	28.55
Yau Ma Tei	24.35	25.05	25.35	26.05	26.35	27.05	27.35	28.05	28.35	29.05
Yau Ma Tei	24.45	25.15	25.45	26.15	26.45	27.15	27.45	28.15	28.45	29.15
Yau Ma Tei	24.55	25.25	25.55	26.25	26.55	27.25	27.55	28.25	28.55	29.25
Yau Ma Tei	25.05	25.35	26.05	26.35	27.05	27.35	28.05	28.35	29.05	29.35
Yau Ma Tei	25.15	25.45	26.15	26.45	27.15	27.45	28.15	28.45	29.15	29.45
Yau Ma Tei	25.25	25.55	26.25	26.55	27.25	27.55	28.25	28.55	29.25	29.55</

THE GREATEST "CATCHING" ADVERTISING MEDIUM.

Do you want every CHINESE to know your NAME and
If so, ADVERTISE in OUR CHINESE ALMANAC.
WHY should YOU ADVERTISE in OUR CHINESE
ALMANAC?

REASON:

1. ALL classes of CHINESE PEOPLE in CHINA and abroad, MUST KEEP a copy of IT.
2. IT is the BOOK of CONSTANT REFERENCE of the CHINESE.
3. EVERY CHINESE consults IT AT LEAST once a day for LUCKY THINGS in their daily ACTIONS and EVENTS.
4. IT is the CHEAPEST of ADVERTISING in the LONG RUN.
5. OUR ALMANAC is an UNPRECEDENTED PUBLICATION of the ORIENT being an improvement upon all other editions in PRINTING, and in ARRANGEMENT of SUBJECT MATTERS.
6. THE ALMANAC ALWAYS occupies the MOST PROMINENT PLACE of a shop, office and house.
7. ITS CIRCULATION is ALL OVER CHINA and other foreign countries where there are CHINESE.
8. Therefore YOUR ADVERTISEMENT will be NOTICED EVERY DAY, EVERYWHERE and by EVERY CHINESE.

For further particulars apply—

THE CHINESE ALMANAC ADVERTISING CO.,
75, Des Voeux Road Central, HONGKONG.

SHIRTS

FOR DINNER
and DANCING

Made of thin cool cloth bodies with soft Pique Fronts,
either Plain or Pleated with stiff or Soft Double Cuffs.

The coolest and most comfortable Shirt for Informal Dress
wear.

NEW STOCK in ALL SIZES FROM 14 to 17 inches.

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

16, DES VOEUX ROAD.

Telephone 29.

JUST ARRIVED

FRENCH PERFUMERY

Toilet Soaps. Perfumes.
Rice Powder. Tooth Paste.

"Gellé Frères."

UNIVERSAL IMPORT & EXPORT CO.,

HOTEL MANSIONS (Top Floor).

P.O. Box 343.

Hongkong.

Telephone 3422.

THE LEADING BRANDS

of

MANILA CIGARS

EL PALACIO

&

IMPERIO DEL MUNDO.

SOLE AGENTS.

THE HONGKONG CIGAR STORE

CO., LTD.

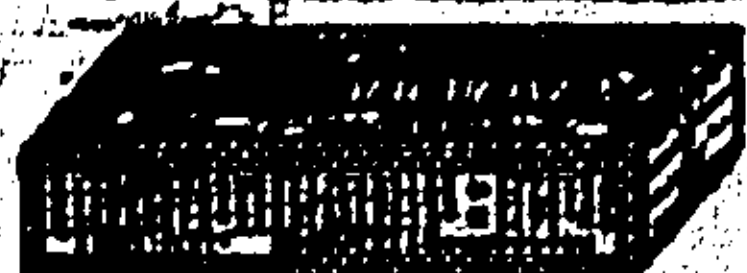
Telephone No. 151.

HOTEL MANSIONS.

HEALTH V. SICKNESS.

By taking our "ROOSTER BRAND" MACARONI-PASTE STARS, EGG
NOODLES, VERMICELLI, or other kinds of Soup-stuffs REGULARLY you escape
SICKNESS, as all our Products, being manufactured from Flour of the Best Quality
and under the most Sanitary Method, can be EASILY DIGESTED and give you
GOOD HEALTH and STRENGTH.

Large quantities have been exported to various parts in the World.
Your attention will receive our prompt and careful attention.
Terms moderate, especially for Agents.



THE HING WAH PASTE MFG. CO., LTD.

HEAD OFFICE—Hongkong, Nos. 47 & 48, Connaught Road Central, Tel. No. 2230.
BRANCH OFFICE—Shanghai, Nos. 430 and 431, Nanking Road.
FACTORIES—Hongkong, Wing Hing Street, Causeway Bay; and Shanghai, No. 71,
North Soochow Road.

FAR EASTERN PROBLEMS.

III.—EVILS OF THE MILITARY GOVERNORS.

In this article in *The Times*, Mr. J. O. P. Bland considers the most urgent condition of the reconstruction of China, namely, the disbandment of the armies of the rapacious Tsuchus, or Military Governors, without which the restoration of order and good government is impossible. He writes as follows:—

It is evident that, in the first place, the Military Governors of the provinces (Tsuchus) and their rabble armies, must go, for so long as they remain to batter without restraint upon all forms of productive industry, there can be no hope of better days for China.

The Tsuchus, as evolved out of the chaos of the revolution, affords an instructive example of the results of endeavouring to apply the theories and principles of self-government to a race which is by nature and education unfitted to receive it. These predatory barons of the East, mandarins all, are the very last word in self-determination. Under their despotic and rapacious hands every province has become a perfect paradise of Home Rule, without the benefit of clergy, at war within itself and with its neighbours. Therefore, the immediate problem in China, recognized as such by the Chinese themselves, is how to get rid of these independent satraps and to restore law and order under the Central Government, together with the fiscal machinery required for its support.

If China is to escape new perils of disorder and final disruption, the disbandment of the Tsuchus' armies is a matter of imperative necessity. Not only the Chinese Government, but the Chinese Army must be centralized and its numbers brought within the smallest limits compatible with the maintenance of constituted authority.

A solution of China's difficulties on these lines may seem at first sight to be impracticable; but in reality it need not be so. Everything must depend, in the last resort, upon the readiness of the commercial Powers chiefly concerned—that is, Japan, Great Britain, and the United States—to work loyally together in a common self-denying policy of reconstruction. Thus regarded, the attitude of the Japanese Government becomes a determinant factor in the situation. But, for reasons which will be explained later on, I am convinced that the resources of diplomacy should prove sufficient to attain the desired end, and to secure a renewal of the Anglo-Japanese Alliance under conditions ultimately beneficial to China.

JAPAN'S CO-OPERATION NECESSARY.
From personal observation I incline to the belief that the Liberal elements in Japan are honestly anxious to adopt such a policy towards China as shall cultivate her friendship and maintain her independence. Obviously if it should prove that the reactionary military party in Japan is still stronger than the Liberal movement, if Japan should finally decline to co-operate in an international agreement for the reorganization of China, then the problem becomes insoluble, and the unfortunate Chinese people must continue to suffer all the penalties of chronic misrule until, out of their disorders, a new international crisis arises.

Assuming, however, that the Powers can come to such an agreement, there is good reason to believe that the very wealth which the Tsuchus have amassed might be made instrumental in regaining them and their followers into private life, if once they were persuaded that the Powers really mean to support an effective and honestly administered Government at Peking. Fantastic as the idea may appear to the Western mind, I have heard many clear-headed Chinese declare in all seriousness that most of the Tsuchus would be quite satisfied to have their troops disbanded for them, and paid off, by the benevolent foreigner, so that they themselves might retire to the dignified leisure of their well-feathered nests. As Tang Shao-yi, the leader of the Southern party, put it, when I saw him in January at Shanghai, "I think they would like to resign so as to have time to attend to their investments." It would, of course, be absurd to expect them to abandon their safe and lucrative profession so long as foreign loans are forthcoming for the maintenance of their armies (most of which are on paper) or for disbandment schemes such as that of the "reorganization loan" of 1915, which yielded fat pickings without in any way interfering with their right to recruit new bandits at discretion.

The Chinese Government professes to desire the disbandment of these independent provincial armies, and the existing four-Power financial Consortium has made their disbandment under effective foreign supervision, one of the conditions of the 25,000,000 loan recently under discussion. But all experience goes to show that in China something more than the authority and prestige of a bankers' agreement will be needed to make disbandment complete and irrevocable. It will require a united front and a clear-cut policy on the part of the Consortium Powers.

"SQUEEZING" THE POWERS.
The fa^o of the "reorganization" aimed at by the loan of 1915, proved clearly that the mandarins at Peking and in the provinces will not consent to the necessary effective supervision of expenditure except under very firm pressure; they will continue as long as possible to play off one barbarian against another and to protect their opportunities of "squeeze."

The disbandment programme submitted by Chu Chi-chien to the Shanghai Peace Conference last year affords conclusive proof that the belief that she is, because of the present the Manchurian officials, in collusion with the Tsuchus, hope to induce the foreign Powers to advance vast sums of money

(the estimate is 200 millions of dollars) in connection with a vague scheme for a 50 per cent. reduction of the country's military forces, to be carried out by the Ministry of War in consultation with the provincial authorities, at their own time and in their own time and in their own way.

That way madness lies. If China is to be saved, it is essential that no further loans of any kind be made to her except under conditions which shall rid the country, once and for all, of this locust-like soldiery and replace military despotism by competent civil administration. There must be no more independent subsidies by Japan or by any other Power, no further yielding to the plea of Marshal Tuan and his friends, that failure to supply them with funds will entail a rising of their mutinous troops, with the usual pillage and bloodshed. By the help of this argument and the compulsion of money-lenders, the Tsuchus have been enabled to amass vast wealth during the past five years. A revolution would be far cheaper in the long run.

PARCOUR OF CIVIL WAR.

But there will be no revolution, for all China, except the parasitic officials concerned, is only too anxious to see the Tsuchus' troops disbanded. As a correspondent in Hunan province, writing to the *North China Herald* (March 5th), puts it, "as far as the Chinese people are concerned it is not a case of being for the North or for the South, but simply a question which of the military parties inflicts the greater degree of suffering."

The Tsuchus are well aware that public opinion is all against them; when they know that there is no more foreign money to be had as the price of their "loyalty," the face of civil war in China will be ended. Their armies have thrown on foot, not battles, and the last thing that they desire is real fighting. If the Powers show that they mean business, disbandment will be only a matter of time and determination. Certain Tsuchus in the more remote provinces may defy the Government for a time, but the fact remains that there can be no stomach in any Chinese rebellion without loot in front and money behind it.

Let the work of disbandment begin systematically in the northern provinces, where the millionaire Tsuchus are likely to prove amenable. Let each discharged soldier be paid off in full, in exchange for his rifle and equipment by a responsible representative of the Consortium, possessed of expert knowledge. Thereafter let the administrative and executive authority in each province be vested in a Civil Governor, supported by an adequate police force, and let such small military forces as may be necessary be under the direct orders of the Central Government. Let half a dozen provinces north of the Yangtze be thus dealt with, and the Central Government will have secured the nucleus of a national revenue. It may safely be said that once Peking is in receipt of regular revenues and assured of the moral support of the Powers, the combative ardour of the southern malcontents will melt away like snow upon the desert.

INTERNATIONAL JEALOUSIES.

Is it possible for the Consortium Powers to rise superior to international jealousies, and to adopt a common policy beneficial to China and to the whole world's trade? Time will show. In any case, the problem is much simpler than many of those with which the League of Nations hopes to deal in Western Europe. Let us assume that the thing can be done, disbandment effected, and the provincial administration re-established in the hands of the civil authorities. Let us assume that Parliament, Government, can then be made more responsible and less corrupt. The detail work of reorganization will then become possible—reorganization of the country's finances, transport, administration, and system of justice—and it will require years of conscientious patriotic effort on the part of the Chinese themselves. But given peace within their borders and the assurance of disinterested support from the friendly Powers, the best elements in the nation would no doubt come to the front. There is, I believe, enough intelligence, ability, and patriotism available in the country to make China a united and prosperous nation within a very short space of time.

But for the present honesty in the public service, which must be the corner-stone of reorganization, can only be supplied from without. It involves insistence upon the "proper and efficient audit" of all official accounts where foreign loans are involved, to which the Chinese Government pledged itself in making the reorganization loan of 1915, but which it has persistently evaded. Insistence upon an effective Audit Department with a foreign personnel need not conflict in any way with China's sovereign rights, nor involve any new departure. It merely implies the extension of a system which has been in force for 70 years with China's consent, and to her great advantage. Inasmuch as nearly every available source of revenue in China has now been pledged for the service of innumerable loans, the Consortium Powers are fully justified in extending the principle of foreign supervision to China's own interest, and to insist upon its application. China's actual revenues should then be more than sufficient for the Government's needs if once they are protected from the fingers of the official squeezers.

Can the Consortium be made a practical instrument for reconstruction work in China, under the direction of the Powers concerned? Is Japan likely to co-operate to that end? Personally, I am inclined to the belief that she is, because of the present economic and political conditions in the Tsuchus, hope to induce the foreign Powers to advance vast sums of money

RAISING THE "LUSITANIA."

FRENCH SCIENTISTS' PROPOSALS.

Regarding the raising of the *Lusitania* a report is printed by the *Frederick* of an interview with M. Emile Bertin, the scientist, a member of the Institute of France, and a former director of engineering in the French navy. The paper says: The proposal is to construct a floating chamber 300 yards long, 100 wide, 20 in height which would be attached to the wreck at low tide by means of some 800 steel cables and so manipulated as to raise the wreck from the bottom as the tide rose. Once lifted and supported by this floating chamber the wreck would be towed towards the shore and deposited at the most convenient spot where pumping operations might be carried out. M. Bertin expresses the opinion that the problematic part of the proposal is connected with beaching the vessel when it reaches the coast. He sees no insuperable difficulty when once the necessary cables have been attached in raising the wreck from three to four metres nearer the surface by taking advantage of each tide. Once part of the wreck has been brought above the level of the sea the work of the divers would be greatly facilitated. The difficulty will be in fact that no dry dock exists which would be capable of receiving both the floating chamber and the wreck. It depends upon the state of the hull, of course, and this we can say nothing about at present but if the ship can be got to the coast it ought to be no serious difficulty in accomplishing the task. It may be possible to have the whole ship or it may be necessary to sacrifice the part where the torpedo entered. If, as we may suppose, the hole made by the torpedo measure twenty-five metres square it would be impossible to stop up. This would be the greatest feat of the kind ever attempted. The vessel appears to lie in a depth of 250 feet. The process would be long and costly, but the *Lusitania* in spite of the length of time she has been under water would be well worth the effort, to say nothing of the moral importance of recovering the bodies of the 1,100 people entombed.

SUGAR AND ALCOHOL.

EFFECT OF PROHIBITION IN AMERICA.

Our Scottish correspondent writes:— Judging from the extraordinary increase in America's demand for sugar, it would almost seem as if Prohibition had brought about something like a "disturbance in the balance of nature." Alcohol is a near relative of sugar—its chemical formulae are curiously similar. The craving for alcohol is, of course, quite distinct from the desire of the body for sugar. Yet the gratification of the former undoubtedly means the allaying of the latter. People who consume a fair amount of alcoholic beverages with their meals are notoriously high-minded about desert. They wave away the proffered pudding; a fact which may connect itself with Coleridge's observation that there must be something morally wrong with people who don't like apple dumplings. Such people, too, are inclined to be contemptuous about the feminine taste for chocolate. But deprive them of 302 H₂O, as has been done in America, and they will spend their days seeking for C₆H₁₂O₆, whether in the form of cakes, candies, puddings, or soft drinks. America, in short, having ceased to convert much grain into a certain amount of what has hitherto been the most popular of sugar substitutes, is having to import an equivalent amount of sugar itself from the West Indies. We do not guarantee the scientific accuracy of this theory, but the facts on which it is based seem to argue the necessity for increasing the area of sugar production before Prohibition is extended to European countries.

HUMOUR AT GENERAL ASSEMBLY.

Our Scottish correspondent writes:— The debates in the General Assemblies of the Scottish Churches are often enlivened by little jests and stories. The "Fathers and Brethren" greatly enjoy these light interludes, for, truth to tell, most of the ministers look upon an Assembly trip to Edinburgh as a pleasant outing and a bright patch in their drab-coloured lives. Here are two little jokes picked out of last week's meetings.

The Rev. Professor Main, St. Andrews, in submitting the report of the Committee on Probationers, solemnly told the Assembly of a French student who set out to translate "The Stickit Minister" and began by making the title "Le Ministre Assassine."

On another occasion the Rev. R. H. Dunlop wished to make the point that given sympathy, almost anything might be secured. A man carried down a portmanteau to the Waverley Station, he said, to oblige a friend who was leaving by train. But he was stopped at a platform barrier because he had no ticket. "He was equal to the emergency, however," he whispered anxiously to the ticket-collector, "I say, this bag is for my mother-in-law; she's gone by that train; and if she didn't get that bag she'd come back." The ticket-collector murmured a sympathetic "Nough said," and at once stood aside.

SAIGON RICE.

The Compagnie de Commerce & de Navigation d'Extrême Orient of Saigon, in their latest report on the Rice Market says:— Since our last report prices slightly increased following the rumour that Burmah would stop her rice export. This rumour, being not correct, our market dropped again to the same prices as those of the last two weeks. But Japan, Java and Philippine Islands have been asking for rice, and there is every likelihood that owing to this demand, our market will recover more or less in the near future. The total amount of rice exported from the 1st of January up to the 6th of July, 1920 is 138,101 tons against 23,175 tons in 1919. We quote to-day White Saigon rice No. 2 Sifted, Japan quality, Hongkong \$8.10 per picul f.o.b. Saigon for July shipment.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"YATSHING" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 19th July, will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Manager.
Hongkong, July 15th, 1920. [1201]

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES, per Company's Steamer

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after July 15th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all goods remaining undelivered after July 22nd, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before August 4th, or they will not be recognized.
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, July 15th, 1920. [1212]

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Motor Vessel

"GLENAMOI" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 22nd July, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goldard & Douglas, on July 22nd, 1920, at 10 a.m. Claims against the Steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, July 15th, 1920. [1216]

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO and STRAITS.

THE Motor Vessel

"GLENARA" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 18th July, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goldard & Douglas, on 18th July, 1920, at 10 a.m. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 18th July, 1920. [1188]

NOTICE TO CONSIGNEES.

SS. "MAQUAN"

FROM SEATTLE, JAPAN AND MANILA

THE above-mentioned vessel, having arrived from the above-mentioned ports, Consignees of Cargo are hereby informed that their cargo is being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on 18th July, at 10 a.m.

All Claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No Claim will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after 18th July, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

FRANK WATERHOUSE & CO.,
As Operators, U.S. Shipping Board,
3rd Floor, Hotel Mansions,
Hongkong, July 15th, 1920. [1189]

CORRESPONDENCE

INDIAN RIOTS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—The special article over the initials "J.C.R." in your issue of the 11th inst. is most welcome, inasmuch as it gives one the opportunity to give the other, or, rather, the exact side of the picture, to your readers in a vivid way. Indian politics are not interesting to your readers in this part of the world, neither of much interest at home to the general public. But when there are riots, mutinies, and such like horrors, the British people at home rub their eyes, ask questions in Parliament and again go to sleep—the sleep of "Rip van Winkle"—till another riot takes place.

When India did her bit in the late war, there was a chorus of praise by the Ministers and the British public. They laid the flattering unction to their soul that all was right. Unfortunately, as the aftermath of the Great War, the whole fabric of good, orderly Government went to pieces everywhere. Loss of bread-winners, dearth and dearth of food and daily necessities—aye, want of the very means of existence—was the order of the day. Peoples' minds all over the world were unbalanced. India had her share of the war, and the poor Punjab had the full brunt of it. And in this dark hour of trial was introduced the most obnoxious bill—the "Rowlatt Bill." The moderate section of the people despaired; people were confounded, and the agitators got their opportunity. They could not understand after all the fair promises by members of Parliament, why such an Act should have been rammed down their throats after what they did in the war, and pathetically asked if that was their reward. In that Bill they saw curtailment of their rights. The Indian Members of the Council fought against it tooth and nail, and protests poured in from all parts of the country.

On the top of this came the Khilafat question, and the Muslim mass, without knowing the political side of the question, considered that they had been tricked. The Bombay Presidency, hitherto well behaved, began to show signs of restlessness. Happily the Governor of that Province, Sir George Lloyd, was a wise and sympathetic ruler. He instantly saw the signs and took wise precautions and conciliatory measures; he brought together the different heads of the communities and explained—and saved the situation. In the Punjab Province, apparently not handled well at the outset, the Governor was *persona non grata*, and the indignation was intense. Riots in more or less virulent form broke out in several districts. Brigadier-General Dyer was deputed to suppress them, and he set about it in his characteristic way (he is, I think, Irish—the more is the pity). He proclaimed martial law, and cut off the Punjab from all communication with the outside world. His measures were not the kid glove or velvet kind—neither were they of the "compose poetry" order, as your correspondent "J.C.R." quotes. They were measures of real and terrible frightfulness. Among numerous other features, as related before the Hunter Commission, I quote these:

A Crowding Order—People of all degrees were asked to crowd on all fours (like crocodiles), over a certain area when passing it.

In Marriage Processions—quiet, inoffensive people, men, priests and others, were flogged.

College boys were ordered to walk 12 to 14 miles a day for many days, in the noon-day sun when the thermometer was 105 degrees, as punishment for their "misdeeds."

Fathers were kept in durance as hostages (mind, some had contributed largely to the war funds) for their sons' surrender.

Motor cars belonging to respectable Indian gentry were "commandeered" for the use of Europeans, for "military purposes."

Respectable people were stripped and flogged in the presence of bad bazaar women.

In short, any of your readers who have a morbid taste for the other details can gratify it if they peruse the Hunter Commission Report (Majority and Minority) and form their own honest conclusions. The apologists of General Dyer do not make out a good case, but on the contrary furnish a good case or excuse for those Hunst who will be shortly tried for their cruelty to the poor Belgians during their military regime in that poor country.

(Continued at foot of next column.)

CAME TO KILL.

MAN WITH LOADED REVOLVER AND DAGGER.

SMART CAPTURE BY CHINESE REVENUE OFFICER.

A frank confession that he came to kill a Chinese against whom a Triad Society had a grudge, was made by a Chinese on Friday afternoon when he was arrested for being in possession of a loaded revolver and a dagger. The man arrived in a sampans alongside one of the wharves in Yammati. A Chinese Revenue Officer, who was on duty at the place, suspecting that the man was carrying contraband attempted to search him and a violent struggle ensued. A Police whistle was blown and two Chinese detectives came to the officer's assistance. They managed to quieten defendant and from his girdle took out a revolver which was fully loaded. The man then made the startling confession that he had come to kill a man. A dagger was found on the wharf.

When charged at the Magistracy, defendant said that the detectives forced him to make that confession. He was given the revolver by another man.

Mr. Smith sentenced defendant to twelve months' hard labour and commended the action of the Revenue Officer.

ITALIAN CONVENT SCHOOL.

SHORTHAND EXAMINATION RESULTS.

The following are the results of the results of the shorthand examinations held recently at the Italian Convent:—

Full Certificate: The Misses Connie Stotham, Daisy Gittins, Millie Kinnear and Celeste Medina.

Speed: The Misses Marjorie Gurrud, Mabel Holloway, Beatrice Bliss, Maggie Ramsey, Wazirah Rumbah, Lina McKenzie, Lily Ferguson, Victoria Manning and Celeste Medina.

Theory: First Best: Miss Cynthia Tavares. Second Best: Miss Olive Xavier. Third best: Miss Dorothy Murray, followed by the Misses Rance Alvarez, Ruby Rumbah, Minnie McGrann, Theresa Gill, Kathleen Murphy, Alda Remedios, Nellie Johansen, Leonor Gomes, Aggie Jamail, Dorothy May and Grace Marshall.

Elementary: First Best: Miss Zita Gomes; Second best: Miss Dorothy Barwald; Third best: Etie Stainfield, followed by the Misses Margaret Holden, Constance Martin, Bessie Danenberg, Lina Gomes, Pearl Ogilvie, Anna Almeida, Lina Gomes, Frances Gomes, Dolly Hanson, Elvion Rogers, Annie Curdo, Vida Williams, Laura Santos, Ivy Guimang, Emilia Figueiredo, Agnes Fung and Mollie Rahman.

BANK RETURNS FOR JUNE.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended June 30th, 1920, as certified by the Managers of the respective Banks are as follows:—

Chartered Bank of India, Australia and China	9,758,117	5,000,000
Hongkong and Shanghai Banking Corporation	21,603,400	17,000,000
Mercantile Bank of India, Ltd.	1,029,811	350,000
Total	\$32,389,328	\$22,350,000

* Sterling securities deposited with the Crown agents valued at \$263,000. Securities with the Crown agents \$180,000.

The defence, as set up for himself, is weak, and his attitude and answers before the Hunter Commission were arrogant. Your correspondent "J.C.R." was well replied to by your leader in the same issue, and no rejoinder from me is needed when he trots out the bogey of the "military officer being in the end the butt of adverse criticism." That is simply evading the issue. The case of General Dyer is judged rightly. If it errs it errs on the side of leniency in consideration of his military services. Can it be asked that the same extension of punishment will be shown to the Hunst now at the bar of the tribunal in Germany? No, sir. Mr. Churchill was right when he characterised this as "a monstrous event, standing out in sinister isolation." All honour to Mr. Montagu, the Secretary of State for India, for his courage of conviction, and for saving British honour. I am happy to say it is a redeeming point that he strongly condemned the mad acts of the military and saved the fair name of Britain.

The writer of this is neither a Hindu nor a Moslem, nor even an Anglo-Indian, but simply an admirer of the sterling qualities of the British people, and when there is erring like the Jallianwalla Bagh or Amritsar affairs, I take my stand with the right-thinking, sports-loving British who are the first to condemn it and to deplore it for the crime it casts upon the honour of the British name.

I do not reply to your second correspondent "Sympathetic." He talks about different qualities of riots, and is generalising without coming to the case in point, but regarding his quotation of Colonel Roosevelt as saying "Rule India or get out," he is right in his quotation, but wrong in his deduction. It presumably means—Rule India in accordance with the best British traditions, or do not rule at all.—Yours, etc.,

H. B. KAVARANA.

Canton, July 17th, 1920.

OUR LONDON LETTER.

THE PRIME MINISTER AND WOULD-BE DICTATORS.

IRISH STRIKE CHALLENGE ACCEPTED.

[FROM OUR OWN CORRESPONDENT.]

LONDON, June 8th.

Mr. Lloyd George's straight declaration to the National Union of Railwaymen in reference to the strike of Irish workers has done immense service. Its immediate result is seen in the sudden collapse of the strike. Irish railwaymen refused to handle Government munitions traffic shipped from here for the defence of life and property in Ireland, and they refused, also, to work trains carrying soldiers. Thus although policemen are being shot down like vermin, firearms sent for the use of the Forces in self-defence were to be left lying on the quays or at railway termini. The murderers might kill as they chose, but their victims were to be compelled to remain helpless and defenceless.

People who do this kind of thing are, whether they realise it or not, the accomplices of the actual murderers. They are directly aiding and abetting crime. At any rate this is the opinion of plain men in this country, and that is why the Prime Minister's promptitude in taking up the challenge of the Irish members of the N.U.R. is heartily applauded. As the Premier said with characteristic directness, if the strikers' demands were conceded, if the authorities were forced to yield and to discontinue sending munitions to Ireland—it would mean the abdication of Government. This sums up the issue in a sentence.

DIRECT ACTION AGAIN. A wider significance of the refusal to handle munitions in Ireland is the proof thereby supplied that the extremists who favour direct action in order to gain political ends are still very busy behind the scenes. It will be recalled that, as was noted in this correspondence at the time, some months ago the Trade Union Congress officially repudiated the doctrine of direct action. Instead, the Congress declared its belief in democratic government, and placed the trust on record that it is outside the province of Trade Unionism to enforce any political policy by means of the strike weapon.

But having been rebuffed in the light of all men at the main entrance to the Trade Union citadel, the direct actionists have since tried again and again to sneak in at the back door. In recent weeks the Irish Trade Unions have sought to paralyse Government in Ireland, and have appealed to the British Union for countenance and support. It is to the credit of the latter, that they failed to respond. The whole story told in detail would make curious reading; but I must be content with saying here that the Trade Union leaders have turned down the proposal. Like sensible men they realise that direct action if accorded official support would effectually shatter the Trade Union movement.

The government of this country is carried on by men elected on a wide popular franchise. If they fail to redeem their election pledges or otherwise forfeit the confidence reposed in them they can be replaced by others by constitutional means. Knowing this, and believing in the system as something sound and tested, the people of Great Britain will never submit to dictation by any junta of wire-pullers whether they call themselves Trade Unionists, Socialists, Syndicalists, or Communists, or by any other name.

TRADE WITH RUSSIA.

If the public were led entirely by what the Northcliffe papers say about the Prime Minister there would be a violent outcry against the presence here of M. Krasin, the delegate of Soviet Russia. But as a matter of fact the public are quite unmoved. The Prime Minister's political enemies everywhere affect to be in a fever of apprehension that M. Krasin's visit portends the opening of peace negotiations with Lenin and Trotsky. It is difficult to determine in one's mind how far this fear is genuine, or how far the Russian delegate's appearance in London served the purpose of a handy stick with which to belabour the Premier as head of the Government.

Anyway, not only has M. Krasin arrived, despite frantic protests as aforesaid, but he has been received by Mr. Lloyd George and Lord Curzon as Foreign Minister. Unprejudiced inquirers have so far failed to discover cause for alarm in the incident. It is, after all, in accordance with the decision of the Supreme Council on the resumption of trade relations with Russia. The Soviet Government has been recognised by Great Britain to the extent that the latter is willing to arrange for the re-opening of trade. Of course more than trade relations may follow, but the time is not just yet.

PERMANENT BOYCOTT IMPOSSIBLE.

The idea of boycotting Russia, indefinitely, despite frantic protests as aforesaid, is a magnificent but it is not peace. The truth is that the rest of Europe cannot do without the raw materials which Russia is able to furnish in the future, if not immediately, or to keep open a running sore in the East. It is inevitable that the discussion of future commercial relations should lead sooner or later to a consideration of political relations as well. Nothing is to be gained by attempting to ignore the logic of events. There are industries in this country—the East Coast herring fishing is an example to which the resumption of trade with both Germany and Russia is of vital importance; and although trading with Bolsheviks may be repugnant it is better than ruin.

The absurdity of the suggestion that Mr. Lloyd George is guilty of some enormity by receiving M. Krasin is evident when one considers that Sweden, Germany, Denmark, America, Estonia, and Czechoslovakia are already trading with Russia, and that Lithuania, Finland, and Latvia are negotiating to this end. I learn from a trustworthy source that as soon as M. Krasin reached this country British business firms got into communication with him. They realise the trend of events.

It only remains to say that a condition precedent to trade relations with Soviet Russia is the strictest guarantees that British prisoners still remaining in that country shall be released, and that there shall be no propaganda of Bolshevism by trade agents, or interference with British interests in the East.

Some of our War Office pundits are like the Bourbons in that they learn nothing and forget nothing. They have become suddenly bitten with the pro-war craze for sartorial changes. In spite of the war their minds are set on re-clothing the Army, discarding the useful khaki uniform, and reverting to the old-time trappings of scarlet and lace of gold. The cost is put at not less than £3,000,000—and this at a time when the need for national economy is great and insistent. It is no wonder that official professions that everything within reason is being done to cut down Government expenditure is treated by the general public with cynical disbelief.

The suggestion is made, that one reason for the tailoring mania is that a certain powerful clique earnestly desires to make the Army, as formerly, the preserve of a social caste. If expensive uniforms again became imperatively necessary only those with a well-lined purse could afford to take up commissions and adopt soldiering as a profession. The Army would be closed to young men of ability, but without private income.

THE SPEAKERSHIP.

No one was so much amused as Sir Robert Horne, President of the Board of Trade, by the suggestion in a responsible section of the Press that he may be the next Speaker on the retirement of Mr. Lowther from the office some months hence. Sir Robert has many of the qualities necessary for the position—a handsome presence, a sense of fair play, readiness of wit, good humour, and general popularity.

But he has some serious disqualifications. One of them is the fact that he is still a bachelor, though of course this is capable of removal. A more serious thing is that he has little experience of the House, or knowledge of its procedure, and he lacks the private fortune which is needed by an occupant of the Chair. The general feeling as to the Speakership is that if Mr. Whitely, the Chairman of Committees, presses his claims these cannot be easily set aside.

WIVES OF AUTHORS. Pity the sorrows of authors in these trying times! The cost of living worries them, since even poets must have bread and cheese. With the cost of paper increased by 800 per cent, and the continuous demands for more wages by printers—why by the way, have had 11 advances since 1916—the outlook is certainly cheerless.

An average-sized novel running into an edition of about 4,000 copies used to cost £230. It now costs about £2,500; and this is entirely due to higher overhead charges in the publishing office. For what is known in the trade as "the best quality novel" paper has risen from 3d. to 1s. 1d. per lb., and it is likely to go higher still. On inquiry I am informed that 15s. is the present economic price of a book.

Our harmless friends the "Spring poet" and the "budding novelist" used to be the object of good-natured banter. They contrived somehow to "see themselves in print," but to-day they are as good as killed in a publishing sense. Moreover, popular writers are finding a decided difference in their incomes. People are passing the publisher's door and leaving the latest and best books neglected on the shelves.—H.B.

SPORTS.

GARRISON TENNIS LEAGUE.

A very interesting game in the above league was played at the Happy Valley on Friday evening when the 98th Company R.G.A. (hitherto unbeaten) were defeated by the Staff by one game. Scores:—

Serge-Major Booth and Sergt. Major Carter lost to Major Hickling and Staff-Sergt. Davis 2-7; lost to Co. Sergt. Major Praxhall and Lt. Bomb. May 2-6; beat Master Gunner Thomas and Sergt. Gillard 5-4.

Major Humphreys and Captain Shewell lost to Major Hickling and S. Sergt. Davis 2-7; lost to C.S.M. Praxhall and Lt. Br. May 4-5; beat Master Gr. Thomas and Sergt. Gillard 5-7.

Serge-Major Shewell and Pte. Lansley lost to Major Hickling and S. Sergt. Davis 4-5; beat C.S.M. Praxhall and Lt. Br. May 5-4; beat Master Gr. Thomas and Sergt. Gillard 5-1.

Total, Staff 41 games; 98th Co. R.G.A. 40 games.

LAWN BOWLS LEAGUE.

K.C.C. BEAT TAIKOO.

The K.C.C. beat Taikoo on the K.C.C. ground. This is the first occasion that Taikoo have suffered defeat in the Hongkong Lawn Bowls League:—

Davidson	Weir
Lahmans	Sloan
Richmond	Perries
Gerrard	Hamilton
Skip..... 17	Skip..... 20
McMurtre	O'Brien
Stevens	Young
Blackburn	Morrison
Bliss	MacLennan
Skip..... 24	Skip..... 20
Purves	Muirhead
Stalker	McLeod
Pile	Drummond
Jack	Grimshaw
Skip..... 25	Skip..... 19
66	59

COLD STORAGE

HIGH-CLASS PROVISIONS

Shipped per Refrigerator from

SCOTLAND.

WHAT shall we have for Breakfast? This question is asked in nearly every household in the East every day in the year. We can answer it for you.

FINNAN HADDOCKS	per lb.	50c.
SELECTED KIPPERS	"	40c.
YARMOUTH BLOATERS	"	40c.
FILET SMOKED COD	"	60c.
SMOKED SCOTCH SALMON	"	\$2.00
FRESH	"	\$1.00
also		
FRESH GRUYERE CHEESE	"	\$1.20
PINEAPPLE BACON	"	\$1.00
HAMS	"	\$1.00

LANE, CRAWFORD & CO.

15

DICK'S PATENT PACKING

(UNIVERSAL SIZE)

SOLE AGENTS:

LANE, CRAWFORD & CO.,

HONGKONG.

[469]

JUST RECEIVED

"DARDANELLA"

Record No. A2851.

The Anderson Music Co., Ltd.,

(THE COLUMBIA SHOP.)

117

Powell Ltd.

TELEPHONE 346

HIGH-CLASS OUTFITTERS SUMMER UNDERWEAR

WE HAVE A LARGE SELECTION IN THE FOLLOWING WELL-KNOWN MAKES AERTEX, COTELLA, B.V.D. FLEXINET, CREAM NET, INDIA GAUZE, SILK LACE

ALL SIZES.

AT REASONABLE PRICES.

INSPECTION INVITED.



28

INSULT TO FRANCE:

COLOUR HAULED DOWN IN BERLIN:

ODD BEHAVIOUR OF REICHSWEHR TROOPS.

RUSSIAN ARMISTICE:

POLAND DISSATISFIELD WITH TERMS:

GENERAL WRANGEL REFUSES OFFER.

GERMANS ACCEPT ALLIED TERMS:

DELEGATE'S TIMELY LETTER TO BRITISH PREMIER:

LATEST CABLES.

(HARVARD BUREAU'S AGENTS.)

FRANCE'S NATIONAL HOLIDAY

AN OLD FASHIONED CELEBRATION.

PARIS, July 15th.

A Havas message says:— For the first time since the war, France enjoyed, yesterday, an old fashioned July 14th. The programme included a big military review at Vincennes, free performances at many of the theatres, fireworks, and dancing in the streets.

On this occasion, America's tribute took the form of the presentation of an American flag to Marshal Foch, which flag Madame Foch accepted for her husband who was absent at Spa.

AN INSULT IN GERMANY.

The Germans, however, insulted France by tearing down the Tricolor flying over the Embassy at Berlin. Later, however, the flag was recovered. France's Charge d'Affaires protested to the German Government, which presented its excuses.

PARIS, July 15th.

A telegram from Berlin says that the French flag which was hoisted at the Embassy on the occasion of the celebration of July 14th was removed by a person who climbed the roof. It was immediately replaced. The French representative protested to the German Government.

BERLIN, July 15th.

The police is offering a reward of 10,000 marks for the capture of the man who cut down the Tricolor at the French Embassy. Policemen who did not attempt to prevent the cutting down of the flag have been suspended.

REICHSWEHR SING "DEUTSCHLAND ÜBER ALLES."

As a reparation for hauling down the French flag to-day the Under-Secretary of Foreign Affairs and the leading police representative called at the French Embassy, and expressed regret. Subsequently a company of Reichswehr marched past the Embassy, and as the flag was hoisted, they saluted.

Loading French officers attached to the Embassy were on the balcony. When the Reichswehr marched off they sang "Deutschland über Alles," the crowd vigorously cheering. The Reichswehr only participated in the ceremony after influential persuasion but refused to don parade uniform.

SINN FEIN RAID.

VICEREGAL LODGE MAILED SEIZED.

London, July 15th. Fifty men raided the post office at Rotundarink, Dublin, and secured, and removed in motor-cars, all mails for Dublin Castle and Viceroyal Lodge.

THIRD PARTY CONVENTION.

NOMINATES SALT LAKE CITY LAWYER.

CHICAGO, July 15th.

The Convention of the new Third-Party has adopted the title Farmers-Labor Party, and nominated a Salt Lake City lawyer, Mr. Christensen, as the presidential candidate. The nominees included the motor magnate Mr. Ford, and the Socialist Mr. Debs.

HEAVY-WEIGHT CHAMPIONSHIP.

BECKETT WINS IN SEVENTH ROUND.

LONDON, July 15th.

At the Albert Hall in the heavy-weight championship of the British Empire, in a 29 rounds contest, Joe Beckett beat Tommy Burns of Canada, ex-heavy-weight champion of the world. Burns, who is 30, put up a good fight against the British champion, showing a good deal of his old-time cleverness, his foot-work and ducking being particularly smart. In the sixth round, Beckett shook Burns with a straight left to the jaw, and in the seventh floored him with a right to the stomach. On rising, Burns was sent down again with a right to the jaw for a count of nine. Then the seconds threw in the towel.

DAVIS CUP SINGLES.

AMERICA BEAT ENGLAND.

LONDON, July 15th.

In the Davis Cup singles at Wimbledon, Johnston (America) beat Parks (England), 6-4, 6-2, 6-2.

THE CUP RACES.

EXPERTS FAVOUR "SHAMROCK'S" CHANCES.

NEW YORK, July 14th.

Excitement is growing with the approach of the Cup races, particularly owing to the fact that the *Resolute* suddenly returned to dry dock. The only explanation forthcoming is that she is looking dirty. Meanwhile, the *Shamrock* remains at anchor at Sandy Hook. Expert opinion shows a strong undercurrent in favour of the *Shamrock*. The public odds are still two to one in favour of the *Resolute*.

THE FIRST RACE.

SANDY HOOK, July 15th.

The course presented the most animated appearance. It was a veritable armada of vessels crowded with sightseers.

The *Resolute* succeeded in crossing the starting line at noon a minute before the *Shamrock*.

The *Resolute* led by over half a mile at the end of an hour from the start. The lead was maintained at the end of the second hour when ten miles were covered. At 3 o'clock the *Resolute* parted her throat halcyons supporting her main sail shortly after leaving the turn when she was apparently winning easily. The captain continued sailing, but he soon found the position hopeless and withdrew. The *Shamrock* passed the *Resolute*, and continued and completed well inside the stipulated time-limit. The *Resolute* was towed in.

CHEERS FOR THE WINNER.

SANDY HOOK, July 15th.

The *Shamrock IV*, on crossing the line was greeted with deafening shouts and shrill sirens. The waterside was packed with excursion craft which had assembled behind the line.

The race was regarded as showing that the *Resolute* may be a faster boat in light airs, but that she was unable to stand much strain, particularly if it was squally.

SIR THOMAS LIPTON'S REGRETS.

NEW YORK, July 15th.

Sir Thomas Lipton, interviewed, exceedingly regretted that the *Shamrock* won by a fluke. He said he would have much preferred not to accept the race, but he was convinced that this would not be for the best interests of yachting and tend to set a precedent, putting a premium on faulty or slight construction.

The newspapers are of opinion that it was a fair win as the staunchness of construction and gear is part of the test.

THE COURSE.

LONDON, July 15th.

Great interest is taken in the first race for the American Cup to-day. The course is fifteen miles windward and fifteen miles back off Sandy Hook. The course must be completed in a six hours contest. It is regarded as a most open race. The challenger, Sir Thomas Lipton's *Shamrock IV*, has a sail area of 10,459 square feet as compared with the defender *Resolute's* 8,775 square feet. The *Resolute's* time allowance is 7 minutes 1 second.

CRICKET.

PLAYERS BEAT GENTLEMEN.

LONDON, July 15th.

The Players beat the Gentlemen by 7 wickets. Somerset beat Worcester by an innings and 45 runs. Yorkshire beat Northants by an innings and 173 runs. Waddington took 6 wickets for 30 runs and 7 for 18 in the two innings respectively, doing the hat-trick. Kent beat Leicestershire by an innings and 99 runs. Sussex beat Derby by 124 runs.

BOXING IN NEW YORK STATE.

TEX RICKARD'S LATEST VENTURE.

NEW YORK, July 13th.

Tex Rickard has leased the Madison Square Gardens for ten years. He will hold leading boxing contests when the boxing law becomes effective.

ROYAL TOUR IN SCOTLAND.

MOST ENTHUSIASTIC RECEPTION.

LONDON, July 15th.

Their Majesties the King and Queen have completed their tour in Scotland where they stayed at Holyrood Castle, returning through Wales. Their Majesties met with the most cordial reception everywhere.

THE SPA CONFERENCE.

GERMANS ACCEPT COAL STIPULATIONS CONDITIONALLY.

PARIS, July 15th.

It is semi-officially stated from Spa that the Germans have accepted the Allied coal stipulations, but their acceptance is accompanied by conditions requiring consideration.

WHAT GERMANS OBJECTED TO.

SPA, July 15th.

The Germans have signed the coal agreement. They had previously objected to the provision of the agreement that the Allies will occupy the Ruhr or other districts if 6,000,000 tons of coal are not delivered by November 15th.

HERR VON SIMONS' APPEAL.

SPA, July 15th.

Herr von Simons sent a personal letter to Mr. Lloyd George asking the latter to help by allowing Germany in cash the difference between the pit-mouth price and the export price of coal, also, by making a generous arrangement as regards shipping and by giving Germany security against the constant menace of invasion, if it gets behind with deliveries.

Herr von Simons adds that these are not conditions but an expression of hopes.

ALLIED PROPOSALS.

SPA, July 15th.

The Allied proposals provide advance to Germany on the basis of the amount of coal delivered within the next six months and the difference between the German market price of coal and the export price f.o.b. German ports, or the market price of British coal f.o.b. British ports. The advances enjoy priority over the other Allied credits. Britain will participate in a loan to the extent of 22 per cent. of the other Allies, providing that the remainder of the proportion of the coal is received.

A portion of the Reparations Commission will sit at Brussels to control the production of German coal and the reparations programme, reporting any breaches of conditions.

AMOUNT OF COAL SUPPLIES.

LONDON, July 15th.

It is estimated that the arrangement gives France 1,800,000 tons of coal monthly, Italy 250,000 tons, and the remainder to Belgium.

ATTITUDE OF WESTPHALIA COALWORKERS.

BERLIN, July 15th.

After a conference with the coalworkers at Bochum, Herr Hue urgently wired to Herr von Simons at Spa declaring that there is a growing disinclination among coalminers regarding the increase in the number of extra shifts or even to continue the present number, owing to the extraordinary bad food, high temperature and reports from Spa of a measure of compulsion in connection with the Ruhr. Herr Hue added that the Union of Christian Coalworkers protests against the increase of hours of work, and hopes that coalworkers throughout the world will join in the protest. Herr Hue concluded: "The German workers are not cut out of soft wood as to allow themselves to be robbed of their rights by the bayonets of Senegalese negroes or forced to slave in the service of foreign capitalists."

ALLIES' REPLY TO GERMAN NOTE.

SPA, July 15th.

It is believed that the Allied reply as regards coal promises full consideration of Germany's requests as regards provisioning of miners, and the importation of raw materials as proposed in the German Note, but does not accept proposals regarding the method of pricing German coal and deliveries. Germany will be required to give a definite answer at the meeting to-morrow.

ALLIES CONFERENCE.

SPA, July 15th.

The Allies had a conference this morning for 24 hours and discussed the latest German proposals. The situation is regarded as having improved but it is unlikely that German proposals will be accepted in their present form. The Allies meet again this afternoon.

Herr Hue, who is president of the German Miners Union, has been summoned to return to Spa.

ULTIMATUM AVERTED.

SPA, July 15th.

At 11 o'clock this morning, Herr von Simons sent Mr. Lloyd George a note intimating the German acceptance of the Allied terms in regard to the delivery of coal. The note was sent to the Villa Reineuse in time to prevent the presentation of the Allied ultimatum.

An hour later, a formal German Note was delivered in which the Germans agree to deliver 2,000,000 tons of coal monthly as required by the Allies, provided that Germany have the distribution of Upper Silesian coal or alternatively a guarantee of 1,500,000 tons for use in Germany, the appointment of a mixed commission to go to Essen to enquire into the housing, food, and clothing conditions and a grant of an additional advance for the supply of imported food for the whole population of Germany.

GERMAN DELEGATE'S VIEWS.

SPA, July 15th.

The German delegate, interviewed by Reuters representative, stated that the Germans had agreed to the Allied terms in principle, and were asking for an explanation on certain points.

RUSSIAN ARMISTICE.

GENERAL WRANGEL'S REFUSAL.

LONDON, July 15th.

It is reliably reported that General Wrangel has refused to withdraw to the Crimean compliance with the terms of the proposed armistice.

POLAND DISSATISFIED.

A message from Warsaw states that a British Note to Lenin has created an unfavourable impression in Poland and it is considered inevitable in view of its terms that the Premier, M. Grabalski, should leave Spa without consenting to an armistice.

TROTSKY PROTESTS.

A message from Moscow states that at a public meeting M. Chicherin favoured immediate negotiations for peace with Poland.

M. Trotsky protested in most violent terms and obtained unanimous applause by declaring that peace could only be signed after the triumphal entry of the Reds into Warsaw.

BOLSHEVIKS TAKE KOVNO.

LONDON, July 15th.

The *Times* Kovno correspondent says the Bolsheviks occupied Vilna unopposed on July 14th.

EAST RUSSIA PLEBISCITE.

POLAND NOT SATISFIED.

LONDON, July 15th.

Poland declares that she cannot recognise the result of the plebiscite in East Prussia, cabled on July 15th.

The Poles allege that the plebiscite was held at a time unfavourable to Poland, and that the Germans terrorised the voters who voted publicly.

LITHUANIA SIGNS TREATY.

POLES CEDE VILNA AND GRODNO.

LONDON, July 15th.

The Peace Treaty between Soviet Russia and Lithuania was signed on July 15th. The Poles have recognised the Lithuanian claims to Vilna, Grodno and the northern part of the Suwalki Province.

FUSS ABOUT A WASH.

STEAMER HELD UP IN BOSTON.

BOSTON, July 14th.

The liner *Cretic* has been quarantined since Friday, owing to the refusal of the crew to bathe. The detention affects 1,500 steerage passengers, and costs the Company \$20,000 daily. The first class passengers have been permitted to land.

The trouble is an outgrowth of the refusal of the port authorities at Naples to permit American health officials to examine emigrants. Therefore, a clean bill of health is not obtainable here. The steerage passengers submitted to the required washing.

The officials threaten to hold up the steamer until all aboard are washed.

U. S. PRESIDENTIAL CAMPAIGN.

DEMOCRATIC CANDIDATES WILL CANVASS IN EVERY STATE.

COLUMBUS, July 15th.

Governor Cox and Mr. Franklin Roosevelt have decided to canvass in every State for the coming Presidential campaign. It is expected that Mr. Roosevelt will shortly resign the Assistant Secretaryship of the Navy.

AMERICAN DOCTORS MURDERED.

BY ARMED BANDITS IN RUSSIA.

NEW YORK, July 14th.

A telegram from Warsaw says that Doctors Rael Friedlander and Bernard Cantor, members of the American Joint Distribution Committee, were murdered in the Ukraine by armed bandits wearing Bolshevik uniform.

It is understood that the deceased doctors were carrying \$400,000 when they were killed.

THE GRAND TRUNK RAILWAY.

CANADIAN GOVERNMENT MUST PAY FOR STOCK ACQUIRED.

MONTREAL, July 15th.

Ex-President Taft has been appointed to represent the Grand Trunk Railway on the Board of Arbitration which will determine the amount the Dominion Government must pay for the Grand Trunk stock it is acquiring.

IMPERIAL PREFERENCE.

MR. CHAMBERLAIN'S DEFENCE OF PRINCIPLE.

LONDON, July 15th.

In the House of Commons, during the debate on the Finance Bill, Capt. Wedgwood Benn proposed the repeal of the Imperial Preference duties, and declared that they were trifling and absurd. The policy of Imperial Preference led to economic friction and was adverse to the world's peace.

Commander Kenworthy supported the motion.

Mr. Chamberlain, replying and dealing with the criticism that Preference had lowered prices, said that the benefit of Preference in tea and colonial wine had undoubtedly gone to the consumer. The advantage of sugar preference had gone to the producer, but he was content with ever it went to, that the object of Preference was to give a practical example of Imperial unity and to promote Imperial Preference. The advantage lay in the growing prosperity of the overseas territories and in the resulting increase of their trade with the Mother Country.

Mr. Chamberlain emphasised that Preference towards Britain in the Dominions had not led to friction. Every leader of every party in every Dominion approved of Imperial Preference. Referring to the old assertion that the system of Preference would cause war Mr. Chamberlain pointed out that the absence of such a system did not prevent the war in which Great Britain was saved by the loyal and voluntary assistance of the Dominions and Protectorates, the slightest concession to whom was so obnoxious to Independent Liberals.

Sir Donald Maclean declared that Independent Liberals would continue to fight for Free Trade.

The motion was rejected by 130 to 39 votes.

Capt. Wedgwood Benn moved a motion with the object of preventing Preference from being applied to mandated territories. Mr. Baldwin, Secretary to the Treasury, pointed out that the proposal was premature, as the terms of the mandate were not yet known.

The motion was rejected by 148 to 45.

LAND VALUE DUTIES.

LONDON, July 15th.

The House of Commons has confirmed by 194 votes to 80 the clause of the Finance Bill providing a repeal of the Land Value Duties and the cessation of the valuation.

LLOYD'S SHIPPING STATISTICS.

SOME INTERESTING FIGURES.

LONDON, July 15th.

Lloyd's merchant shipping statistics show that 3,578,153 tons were being built in the United Kingdom at the end of June, an increase of 184,000 tons compared with the end of March and 1,054,000 compared with the ships being built at the end of June last year.

The ships begun during the quarter include many large vessels, of which 221 ships are of 6,000 tons and upwards. Vessels with a tonnage of 10,000 and upwards number 83.

The total merchant shipping being built abroad amounts to 4,149,751 tons, a decrease of 408,000, due to the large decrease of building tonnage in the United States. The figures in the Dominion show an increase of 36,000 tons.

The world's total is 7,790,904 tons, a decrease of 221,000 compared with the total at the end of March.

"LUSITANIA" LIFEBELT.

FOUND IN DELAWARE RIVER.

PHILADELPHIA, July 14th.

A life-belt bearing the name *Lusitania* has been found in Delaware River with a lock of blonde hair on it.

REVOLUTION IN BOLIVIA.

THE GOVERNMENT OVERTHROWN.

SANTIAGO, July 15th.

A revolution in Bolivia overthrew the Government. The revolutionary leader, Saavedra, has assumed power. The ex-President and the members of the Government took refuge in the American Legation.

AUSTRIAN PEACE TREATY.

EXCHANGE OF RATIFICATIONS.

PARIS, July 15th.

The ratifications of the Treaty of St. Germain were exchanged at the Foreign Office to-day, Dr. Eichhoff signing on behalf of Austria. The Allied Serbian and Czech delegates afterwards signed the protocol providing protection for the Minor States.

RIISING IN MESOPOTAMIA.

BRITISH AEROPLANES ACTIVE.

LONDON, July 15th.

A semi-official statement as regards the outbreak in Mesopotamia says that the garrison at Lumeitha is being provisioned by aeroplanes and has also got supplies by means of raids into the town which is held by tribesmen. The raids against the railway continue to be frequent, and British aeroplanes are actively bombing and machine-gunning hostile villages and tribal concentrations.

EARLIER CABLES.

DISORDER OVER A LARGE AREA.

LONDON, July 15th.

In the House of Commons, replying to a question with regard to the rising at Rumaita, cabled on July 13th, Mr. Churchill said the military operations were progressing but were hampered by shortage of railway stock, as six trains had been captured or derailed. Detachments of the Samawa Company of Indian Infantry at Rumaita and relief detachments, who were fifteen miles from Rumaita, had suffered severe casualties. Railway communication was interrupted in places and a large district was in a state of great disorder. Small local relief parties, which had hitherto advanced had been unable to cope with the disorder. A considerable force was moving down from Bagdad and he had asked the Indian Government to warn a further force to be ready in case of emergency. He pointed out that the communications of the Army in Mesopotamia could very largely be maintained by river Enclaves and did not depend on the railway. There was no reason to suppose that if a sufficient effort were made order could not be thoroughly re-established.

LEAGUE OF NATIONS.

IMPORTANT SPEECH BY LORD GREY.

LONDON, July 15th.

Viscount Grey, speaking at a meeting of the Council of the League of Nations Union, said he had hoped that the first meeting of the League would pass a unanimous resolution inviting Germany to become a member—but the attitude of the Germans at Spa left an impression in his mind that they had gone there to discover and exploit the weak points in the Treaty of Versailles and to discover how much but how little they could fulfil of the Treaty. Before Germany could be admitted to the League, she must satisfy us that she had shown good faith and had done her best to carry out the Treaty. Regarding disarmament, she had not done this.

Viscount Grey was nevertheless of the opinion that the League could not realise its ideals without America. Germany and Russia could not be settled until it had been seen which Government was involved. Viscount Grey said he believed that when the League of Nations wanted help from its units, that help would be forthcoming. He emphasised the necessity of keeping public opinion informed of the work of the League. Public opinion was strong enough to prevent Governments going to war if it wished, but it was equally true that Governments would be unable to avoid war unless public opinion itself was active on matters regarding policy.

ALCOHOL AS FUEL.

For Heartburn, Acidity, etc.

Some years ago Messrs. Savory & Moore obtained possession of a formula by the celebrated Dr. Jenner for a remedy possessing remarkable power to absorb acid in the stomach. They confidently recommend this as a safe and reliable remedy for HEARTBURN, FLATULENCE, ACIDITY, and digestive disorders. One or two lozenges give immediate relief, even in the worst cases, and taken before a meal prevent those distressing symptoms due to indigestion which so frequently follow. Thousands of sufferers testify that they have derived more benefit from Dr. Jenner's Absorbent Lozenges than from any other remedy. They are pleasant to take and quite harmless.

TESTIMONY.

"One of the best and wisest things I ever did in my life was to ask for a sample of your Dr. Jenner's Absorbent Lozenges. Up to the present I have had but your sample box, another box you sent me, and one I bought from a chemist. I have practically lost all symptoms of a most distressing Heartburn and Acidity, from which I have suffered for years. I can now eat things I dared not touch before."

Obtainable of
A. S. Watson & Co., Ltd.,
Hong Kong Dispensaries, Hong Kong,
25, New Bond Street, London.

DR. JENNER'S
ABSORBENT LOZENGES.

WORLD'S REQUIREMENTS OF OPIUM WHAT HONGKONG REALLY REQUIRES.

Mr. G. S. Muir, Hon. Secretary of the Edinburgh Anti-Opium Committee, writing to an Edinburgh paper says:—

Mr. Shortt tabled his Dangerous Drugs Bill in the House of Commons on the 4th May. It adequately embodies the provision of The Hague Opium Convention. These sprang from profoundly humanitarian motives. The assembled delegates resolved to pursue the progressive suppression of the abuse of opium, and similar drugs. This evidently means their restriction to medical use. The time, therefore, seems opportune for endeavouring to estimate what amount of opium the nations of the world actually need for their sick, wounded, and dying. Three lines of inquiry may be followed.

1.—The Washington Government Committee on Narcotics (1919) estimate that from only 10 to 25 per cent. of drugs used in the United States are given under medical advice. Applying the average of 15 per cent. to the world area, then a quantity 85 per cent. less than the present output is all that is needed for medicine. What is that output? India produces 23,000 chests annually. Persia, Anatolia, and the export from Salonika, may contribute the same quantity. The product of Japan, legally grown, and what China raises illegally in some of her provinces, might be guessed at 30,000. In all we have thus 53,000 chests, with an average weight of 150 lb. per chest. If we say that 85 per cent. of this opium is abused in vicious indulgence, and ought not therefore to be produced, we have 10,500 chests left as what the world needs for medicine.

2.—When Britain and Japan made an agreement in 1917 about morphine, the latter Government estimated its medical need of the drug at from 30,000 to 40,000 ounces annually. Taking the larger figure, this involves for its manufacture about 170 chests of opium. Allowing 30 chests more for other derivatives of the drug, we have 200 chests required for 71 millions of people, or about three chests per million. The world, therefore, with its 1,700 millions, would need 5,100 chests.

3.—Sir William Collins some years ago found that one of the largest London hospitals used 43 ounces of morphine and 1 lb. 11 oz. of opium in the year. This represents, say, 15 lb. of crude opium. Allowing the same amount for 150 hospitals in London, great and small, we have 15 chests of the drug required, and adding five more for non-hospital patients, the total for the seven millions of London comes to 20 chests, and for the United Kingdom and Ireland 104 chests. The needs of Japan, on this estimate, again work out at 200 chests, and those of all the nations at 5,100 chests. The average of the three estimates is about 7,000 chests, which may therefore be taken as the world's requirements.

These calculations are quite tentative, but they may lead experts, whether political, commercial, or philanthropic, to examine the subject, and either correct or confirm them, or work out the problem on other lines. If even approximately correct, however, they furnish an interesting contrast between what ought to be and what is. Thus, Hongkong, with a population of half a million, ought to get and use only 14 chests of opium, whereas Calcutta supplies her with 437 chests annually. Still worse, Macao, with 80,000 inhabitants, who should be satisfied with 45 lb. gets from India, for so-called "legitimate consumption," 473 chests. No wonder that Macao is a centre of contraband traffic, and that the "Statistics of British India" for 1913, a Government Blue-Book, naively states in a foot note: "Opium smuggling is extensively carried on between Hongkong and the adjacent coast above, below Canton and at other Chinese ports."

JAPANESE AUTHOR AND ARTIST.

TWO NEW BOOKS.

Our Scottish correspondent writes:—Yoshio Marikino, the Japanese artist, who has described his early struggles for a livelihood in London in such quaint charming English every page rippling with humour, has been engaged upon two books which will see the light, he writes, the literary editor of the *Glasgow Herald*. One is a novel painting the joys and sorrows of a beautiful pure-hearted maiden who finds happiness at last. To indicate how nearly her heart was broken the cover will be decorated with a drawing of a flower whose stalk is bent, but not quite broken.

The other book is a comparison of Confucianism with the religions of antiquity as set forth in Plato, Cicero, etc. To fit himself for his task, Marikino, or Makino, as his name should properly be written, read exhaustively and indefatigably in the classics. Homer, he told me, was easy. Pindar he found difficult; as for Sophocles he signified with one of his graphic gestures that it nearly broke his head. I found him embarking upon the *Fifth Book of the Aeneid* with the help of a large dictionary. He has also read all Shakespeare, Goethe, Marlowe, Dryden, Fielding, etc., and may write a history of English literature from the Japanese point of view. He is enraptured with the vigour and march of Dryden's style. Among English philosophers his favourite is "your much abused David Hume," to whom he considered Kant owed everything.

MEIJI JINGU NEARING COMPLETION.

Meiji Jingu, which is the shrine in Aoyama, Tokyo, dedicated to the memory of the late Emperor Meiji, is nearing completion. The appointment of 39 priests and officers of different degrees for the several offices will take place early in October. The dedication ceremony will be conducted on November 1st and the celebration of the first great feast will follow on November 3rd.

INSURANCE FIRE

(and probably MARINE).

British Company (Limited) desires to be represented at HONG KONG.

Applications are invited from really first-class and well-established Houses who already have an Insurance Department and are in a position to introduce and underwrite a good volume of desirable business.

Please write giving full particulars to:

Mr. E. B. BROWNE, Ltd.,
161, Queen Victoria Street,
London, E.C.4, England.

Peels Off Corns Between Toes

The Great Corn Loosener of the Age.

Never Fails. Painless.



"Two Drops of 'Get-It-Off'—That's All!"
You can try the sensible, peaceful, harmless, and very useful "Get-It-Off" for you with "Get-It-Off" to remove corns in places difficult to reach. It is a liquid, and a wonderful painless formula—it has never been successfully imitated. It settles on the corn, and dries immediately. Instead of digging out the corn, you peel it out painlessly. There is no sticky plaster that does not remain in position, no waste that irritates or rubs out. You reach the corn easily with the little glass rod in the cork of every "Get-It-Off" bottle. It does not hurt the true flesh. Try it. It walks comfortably and smiles. It is a blessing, never fails.

Obtainable from all Chemists and Stores, or MULLER & PETERS (ASIA), LTD., 21, Prince's Road, Hongkong.

Glover's Dog Remedies

Learn the Cure and Prevention of the diseases of your dog. Book on "Dog Diseases and How to Feed." Sent free on request.

H. Clay Glover Co., Inc.,
1174 West 41st Street,
New York, U.S.A.
(Ask for "Dog Diseases" Book)

SANTAL MIDY

These tiny Capsules—superior to Copal, Cubeb, and Injections—CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.

Each Capsule bears the name.

Paris: 8, rue Vivienne.

Sold by all Chemists.

THE NEW FRENCH REMEDY.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

These tiny Capsules—superior to Copal, Cubeb, and Injections—CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.

Each Capsule bears the name.

Paris: 8, rue Vivienne.

THORNYCROFT

JOHN I. THORNYCROFT & Co., Limited,
SHIPBUILDERS AND ENGINEERS,
LONDON, SOUTHAMPTON AND BANGOR.

Shanghai Office: 65, Szechuen Road.

Marine Motors and Motor Boats.

Motor Lighting and Pumping Sets.

Shallow Draft Steamers.

Thornycroft Water-Tube Boilers.

Thornycroft Oil Fuel System.

Commercial, High-speed and Pleasure Craft.

R. R. ROXBURGH,
Manager for China.

119

THE FUJI PAPER MFG. CO., LTD.,

TOKIO

(The Largest Paper Mill in the Orient).

Promptitude in Execution of Order

Quickest Delivery from Large Stock on hand.

SOLE AGENTS:

THE FUJI TRADING CO., LTD.

(Ine. in Japan).

HONGKONG.

1935

CHOCOLATES

A CONSIGNMENT

JUST TO HAND

INCLUDING:

NESTLE'S

MILK CHOCOLATE-NUT MILK

CHOCOLATE

PETER'S

MILK CHOCOLATE BARS (with Toasted Almonds)

MILK CHOCOLATE

CAILLER'S

PLAIN (Vanilla Flavour) CHOCOLATE 1/4 lb. packets.

ROYALTY BONBONS 1/2 lb. boxes.

MONT BLANC 1/2 lb. boxes.

SPECIALLY SELECTED

CHOCOLATE BONBONS

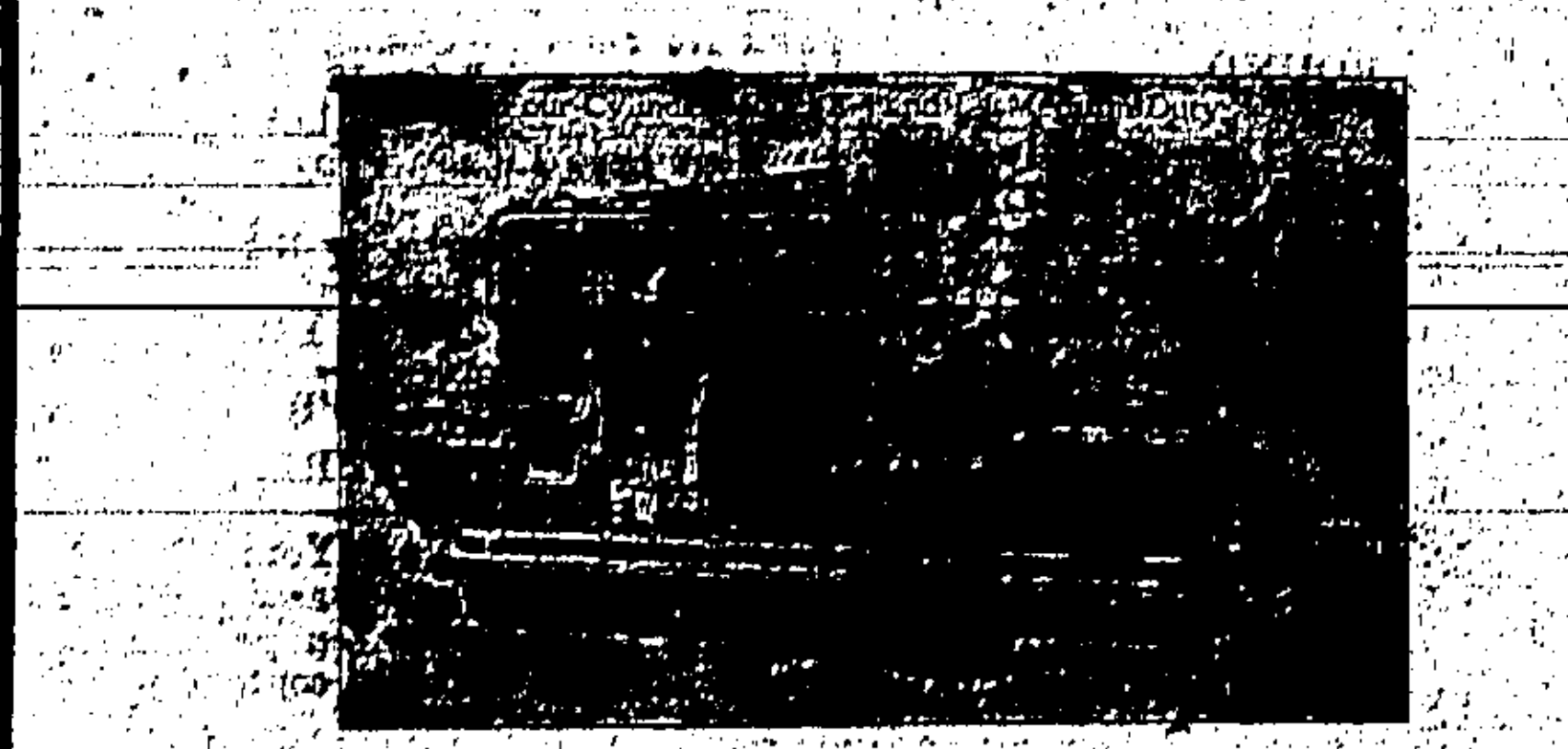
in oval tins of 6 oz., 1/2 lb., 12 oz. & 1 lb.

OBTAINABLE AT

LANE, CRAWFORD & CO., WISEMAN'S CAFE

and other Stores.

MILLER ENGINES



In stock 4, 6, 10 & 20 H.P. Marine Motors.

Manufacturers Representatives:

UNION ENGINEERING CO.

York Building.

Chatter Road.

121

ROSE'S LIME JUICE

Prepared solely from pure Lime Juice and the finest refined sugar.

THE STANDARD FOR PURITY and EXCELLENCE.

Insist on having ROSE'S.

1911

1912

1913

1914

1915

1916

1917

1918

1919

1920

1921

1922

1923

1924

1925

1926

1927

1928

1929

1930

1931

1932

1933

1934

1935

1936

1937

1938

1939

1940

1941

1942

1943

1944

1945

1946

1947

1948

1949

1950

1951

1952

1953

1954

1955

1956

1957

1958

1959

1960

1961

1962

1963

1964

1965

1966

1967

1968

1969

1970

1971

1972

1973

1974

1975

1976

1977

1978

1979

1980

1981

1982

1983

1984

1985

1986

1987

1988

1989

1990

1991

1992

1993

1994

1995

1996

1997

1998

1999

2000

2001

2002

2003

2004

2005

2006

2007

2008

2009

2010

2011

2012

2013

2014

2015

2016

2017

2018

2019

2020

2021

2022

2023

2024

2025

2026

2027

2028

2029

2030

2031

2032

2033

2034

2035

2036

2037

2038

2039

2040

2041

2042

2043

2044

2045

2046

2047

2048

2049

2050

SHIPPING NEWS

ARRIVALS.

July 18th.
Chifu Maru, Japanese str., 933 tons, Capt. Miyamoto, from Canton, in ballast.—Dodwell & Co.
Jade, French str., 388 tons, Capt. Cornelissen, from Haiphong and Hoihow, with a general cargo.—Kai Yue.

July 17th.

Benlueers, British str., 2,561 tons, Captain Bee, from London, with a general cargo.—Gibb Livingston & Co.
Cheong Shing, British str., 1,356 tons, Capt. Van Cortlandt, from Canton, with a general cargo.—J. M. & Co.
Hai Hong, British str., 3,027 tons, Capt. Pasmore, from Swatow, with a general cargo.—Douglas S.S. Co.
Wai Ping An, Chinese str., 918 tons, Capt. Rausland, from Canton, in ballast.—Kwang Mon Tai.
Mei-shah, Chinese str., 1,340 tons, Capt. Glen, from Canton, with a general cargo.—C.M.S.N. Co.
Shanghai, British str., 1,560 tons, Capt. Monkman, from Shanghai, with a general cargo.—B. & S.
Pookee, Chinese str., 314 tons, Captain Quan, from Whampoa, in ballast.—Hung Shun.
Rokkawa Maru, Japanese str., 1,169 tons, Capt. Takiyu, from Keelung, with a cargo of coal.—M.B.K.
Tai Sui Ma, Chinese str., 402 tons, Capt. Chan Chau, from Pakhoi and Hoihow, with a general cargo.
Zunian, British str., 1,203 tons, Capt. Tarnhill, from Canton, in ballast.—B. & S.

July 18th.

Footie, Chinese str., 899 tons, Captain F. Mixakun, from Wei-hai-wei, with a general cargo.—Yue Tai Hing.
Kawagawa Maru, Japanese str., 3,683 tons, Capt. Toki, from Bombay, with a general cargo.—N.Y.K.
Saichou, Chinese str., 745 tons, Capt. W. L. Forster, from Canton, with a general cargo.—Kwang Hing.
Shun Shing, Chinese str., 297 tons, Capt. Souza, from Kwong Chow Wan, with a general cargo.—Po On & Co.
Tung Ning, Chinese str., 788 tons, Capt. Udden, from Shanghai, with a general cargo.—Kwang Hing.
Tomashima Maru, Japanese str., 1,450 tons, Capt. Miyazaki, from Wakamatsu, with a cargo of coal.—M.B.K.
Yung Lee Kung, Chinese str., 481 tons, Capt. Brown, from Hoihow, with a general cargo.—Yuen Chong Lee.

PASSENGERS.

DEPARTURES.

Per *s.s. Ching-sha*, on July 15th:—Mr. J. F. Buckley, Mr. A. L. Coiquhoun, Mr. A. Leon, Miss M. E. MacArthur, and Mr. and Mrs. J. D. Polley.

Per *s.s. Diluans*, on July 18th:—Mr. and Mrs. Geromano, Miss Geromano, Mr. A. Lees, Mr. Rankin, Mr. V. C. Bartolome, Mr. J. MacGregor, Mr. H. W. Brown, Lieut. M. Correia, Miss Faria, Miss D. H. Lund, Mr. and Mrs. Faria, Mr. R. G. Hayrey, Mr. and Mrs. C. R. Smith, Mr. M. M. Garda, Mr. J. A. Martins, Mr. and Mrs. J. W. Byles, Mrs. E. Parson, Miss Benjamin, Capt. J. A. Bell, Miss Ada Bolt, Miss A. Stolpe, Mr. A. Anderson, Mr. M. Phennay, and Mrs. A. D. Hargard.

VESSELS EXPECTED.

Aki Maru, from Australia, due July 20th.
Calcutta Maru (Hamburg line), due August 11th.
Empress of Asia, from Vancouver, due July 23rd.
Kaga Maru (European line), from London, due July 23th.
Montingie, from Vancouver, due August 5th.
Nagato Maru, from Liverpool, due August 5th.
Shin-i Maru (Bombay line), from Japan, due July 22nd.
Stegevald, due July 25th.
Suez, from Rotterdam, due July 25th.
Tokyo Maru (New York line), due July 19th.
Yokohama Maru (European line), due August 19th.

SHIPPING MOVEMENTS.

The N.Y.K. *s.s. Shin-i Maru* (Bombay line) left Moji for this port on July 17th, and is expected here on July 22nd.
 The N.Y.K. *s.s. Shingo Maru* (Calcutta line) left Calcutta for this port, via Rangoon and Singapore on July 11th, and is expected here on July 30th.
 The China Mail *s.s. Co.* has received a telegram from San Francisco stating that the *s.s. Nile* arrived at that port on July 15th, in accordance with schedule.

THE CHINA & AUSTRALIA S.S. CO.

For MELBOURNE & SYDNEY VIA MANILA, SANDAKAN & QUEENSLAND PORTS

"VICTORIA" ... Aug. 4th.

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S.S. CO.
 Agents,
 113 Cross Street, Central.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	3rd Aug.	8th Aug.

Sailing Subject to Alteration.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For Freight and Passage apply to— BUTTERFIELD & SWIRE, Agents. [42]

The B.M.S. *Empress of Asia* arrived at Shanghai (Wooing) on July 17th, left there yesterday, and is due at Manila on July 21st.

The *s.s. St. Albans* from Japan has been delayed owing to bad weather and, according to a wireless message received by the Agents from the Captain will not arrive here until noon to-day. Her departure for Australasia ports has now been postponed until 4 p.m., to-morrow.

UNCLAIMED TELEGRAMS

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong—

ADDRESSES	FROM
Russia	Yokohama
Petrushe, Steamer Africa	Vladivostok
Cabine 11...	Shanghai
Anno...	Shanghai
Walter Bonner, Carlson Hotel	Shanghai
5478	Shanghai
Youngkannan Leehing Co.	Shanghai
Yu Hing	Shanghai
Kwong Sing Hong	Amoy
Arthe Nilson Co.	Kobe
Leo Bros	Kobe
Chi Fong Hong, Wen Yie Kai Shanghai	Shanghai
Kwailangset	Amoy
Wing Tung Chong	Shanghai
N. O. Wilson, Sailors Home Shanghai	Shanghai
1102, 0300, 7319, 8894, 0300, etc.	Amoy
Hongyue	Amoy
0491, 8908, 3087 etc.	Shanghai
Fathin Cannaght Road	Shanghai
4123, 3952, 3770, 1420, 0050, etc.	Amoy
4123, 3006	Amoy
Tsukada Superfine	Ozaka

The following is a list of unclaimed telegrams lying in the Eastern-Extension, Australasia and China Telegraph Company's office at Hongkong—

ADDRESSES	FROM
Ahpe	Colon
Mifres	Lyon
Tracy Hall, Asia Banking Corporation	Los Angeles, California

ASAHI BEER



SOLE AGENTS:
 MITSU BUSSAN KAISHA

C.P.O.S.

HONGKONG TO VANCOUVER

via Shanghai, Nippon (M.B.K.) & Yokohama.
 From Hongkong to Vancouver.
 Return Vancouver to Hongkong.

From	To	Day	Time
Empress of Japan	July 20	Aug. 10	
Empress of Asia	July 23	Aug. 18	
Monteagle	Aug. 13	Sept. 5	
Empress of Russia	Aug. 28	Sept. 13	
Empress of Japan	Sept. 14	Oct. 5	
Empress of Asia	Sept. 23	Oct. 11	
Empress of Russia	Oct. 21	Nov. 8	
Monteagle	Oct. 26	Nov. 19	
Empress of Japan	Nov. 23	Dec. 8	
Empress of Asia	Nov. 28	Dec. 13	
Empress of Russia	Dec. 16	Jan. 3	

Passenger Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. Steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here will cover all such reservations.

For and other information please apply

HONGKONG OFFICE.

Telephone 731. Cable Address: CANPAC.

CANADIAN PACIFIC

OCEAN SERVICES

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK

via Panama Canal.

S.S. "LOWTHER CASTLE" on or about 29th July

LLOYD TRIESTINO

For SHANGHAI & JAPAN

S.S. "INNBRUCK" on or about 4th August.

S.S. "HUNGARIA" on or about 21st August.

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

VIA SINGAPORE, PENANG & COLOMBO

S.S. "PILNA" on or about 9th August.

S.S. "INNBRUCK" on or about 6th September.

S.S. "HUNGARIA" on or about 2nd October.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Service between

JAPAN, HONGKONG & JAVA.

For JAPAN

S.S. "BORNEO MARU" sailing on or about 28th July.

For JAVA

S.S. "RIJUN MARU" sailing on or about 31st July.

OCEAN TRANSPORT Co., Ltd.

(NANYO YUSEN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAPE TOWN.

In conjunction with the

INDOCHINA STEAM NAVIGATION CO., LTD.

AND AFAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Agents.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Aug. 11th.

ALSO

S.S. "WEST KING" ... Aug. 1st

... for Baltimore, via Manila and Suez Ports.

HONGKONG-CALCUTTA SERVICE.

S.S. "JACOB" ... Aug. 1st

... for Calcutta via Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all ports in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Genoa and

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Managers.

Cable Address "BOZANO"

Telephone 141.

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports

Cargo to Portland Folow U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHI MARU (calling Manila) ... Sunday, 19th Aug., at 11 a.m.

KASHIMA MARU (calling Manila) ... Monday, 19th Aug., at 11 a.m.

FUSHIMA MARU (calling Manila) ... Saturday, 17th Sept., at 11 a.m.

KATORI MARU (calling Manila) ... Thursday, 30th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

IYO MARU ... Thursday, 29th July, at Noon.

ATSUBA MARU ... Friday, 30th Aug., at Noon.

SHIDZUKA MARU ... Friday, 30th Aug., at Noon.

HAMBURG, LONDON & ANTWERP via Panjuevangi, Soerabaya,

Calcutta, Suez and Port Said.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and

Port Said.

TOKUSHIMA MARU ... Tuesday, 30th July.

AWA MARU ... Thursday, 22nd July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Idad, Townsville & Brisbane.

NIKOMARU ... Friday, 32nd July, at 11 a.m.

AKI MARU ... Wednesday, 18th Aug., at 11 a.m.

NEW YORK via Suez Canal.

TOKIWA MARU ... Tuesday, 30th July.

SOUTH AMERICAN PORTS via Singapore, Rangoon & Calcutta.

PENANG MARU ... Monday, 9th Aug.

BOMBAY & COLOMBO via Singapore.

SHIN-I MARU ... Friday, 32nd July.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU ... Wednesday, 24th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Wednesday, 31st July, at 11 a.m.

TANGO MARU ... Saturday, 31st Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KANAGAWA MARU ... Monday, 19th July.

KAGA MARU ... Friday, 30th July, at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 221 & 222 S. YASUDA, Manager.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

THE STEAMSHIP

"METHVEN"

WILL BE DESPATCHED ON OR ABOUT THE

30th JULY,

FOR SINGAPORE.

TAKING CARGO AT CURRENT RATES OF FREIGHT.

For space and further particulars, apply to—

P. A. COX,

Acting General Agent,

C.P.O.S. LTD.

1179

SERVICE to UNITED STATES

NEW YORK and/or BOSTON

via Panama

S.S. "KEKETTICUT" ... 18th July.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

For NEW YORK

FOR BOSTON & OR NEW YORK

PRINCE LINE FAR EAST SERVICE.

For NEW YORK

"CELTIC PRINCE" ... Middle of Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

For freight and further particulars, apply to—

SHEWAN TOMES & CO.

Agents.

1111

AMERICAN & ORIENTAL LINE

FOR HAVANA AND NEW YORK

via Panama Canal.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, ELAGON BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & HAMBURG	KATHLAMBA	20th July
LONDON	"KANSAS"	10th Sept.
LONDON	"SWAZI"	20th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to BESS & Co., CANTON.

THE BANK LINE, LTD.
General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamer To Sail

AMOI, SHANGHAI, PUKOW	"SHANTUNG"	On 20th July, 10 A.M.
SWATOW and BANGKOK	"CHIN HUA"	On 20th July, 11 A.M.
WUAIWAI, OPOO, N'CHUANG & TAI	"HUICHOW"	On 21st July, 4 P.M.
SHANGHAI	"SIN KIAN"	On 22nd July, Noon.
SHANGHAI and THINGTAO	"YINGCHOW"	On 24th July, 4 P.M.
MANILA, Cebu & ILOILO	"TAMING"	On 3rd Aug., 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Bangkok (weekly), taking Cargo on through Bills of Lading to all Yangtze and North China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI AND FOCHOW
AND RETURN.

"HAIKONG"	On 20th July, at 3 P.M.
"HAIKONG"	On 22nd July, at 3 P.M.
"HAIKONG"	On 24th July, at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Elks Pier).

For Freight and Passage apply to—

DOUGLAS LAFAIR & CO.,
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE
(OCEAN S.S. CO., LTD. and CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF CHINA"	via Suez	20th July.
"BIRMINGHAM CITY"	via Suez	20th Aug.
"NINGBOHAW"	via Suez	6th Sept.
"CITY OF DUNKERK"	via Suez	20th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.
HONGKONG AND CANTON BEISS & CO. CANTON.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CAYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA.

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DEVANHA"	8,100	23rd July	Marseilles, London & Antwerp
"KALYAN"	8,100	1st Aug.	Marseilles, London & Antwerp
"LABORE" (Cargo)	5,500	15th Aug.	Marseilles, London & Antwerp
"PLASSY"	7,400	29th Aug.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TORILLA" 5,500 28th July 1 P.M. Berates, Rangoon & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	20th July 4 P.M.	Saidakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,500	20th Aug.	

SAILINGS TO SHANGHAI & JAPAN

"KALYAN"	8,000	18th July 11 A.M.	Shanghai, Moji, Kobe & Yokohama
"DEVANHA"	8,100	18th July	Shanghai only
"LABORE"	5,500	25th July	Shanghai & Japan
"ARRATON APCAR"	4,500	27th July	Shanghai & Japan
"EASTERN"	4,000	30th July	Japan direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's steamers between Hongkong and Calcutta or Singapore and India in line of the section of their P. & O. Steamers to Europe.

Steamers and Sailing dates are liable to be cancelled or altered without notice. Parcels measuring not more than 15 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNERS.

Consigners are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GOSNARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO.,
27, Des Vaux Road Central, HONGKONG. Agents.



TRANS-PACIFIC FREIGHT SERVICE

operating the following U.S. Flag Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Callings at Shanghai and Hong)

"WHEATLAND"	—	About July 25th.
"HEDRIDGE"	—	About July 29th.
"ELEKTON"	—	About Aug. 10th.

For PORTLAND direct.

"ABERCO"	—	About July 16th.
"FAWLET"	—	About July 25th.

Through Bills of Lading issued to Overland Common points.

For freight and particulars apply to

THE ADMIRAL LINE.

Telephone: 3477 & 3478 Fifth Floor, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons 15,000 tons 11,000 tons

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS and HONOLULU

"NANKING" "CHINA" "NILE"

29th July 29th Aug. 29th Aug.

[An unsurpassed high-class passenger service.]

O. H. RITTER, General Manager, 100 Queen's Building, Telephone: 3477 & 3478.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	Aug. 10th. (from Yokohama).
TENYO MARU	22,000	Aug. 11th.
SEIYO MARU	22,000	Sept. 6th.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO

via JAPAN, SALINA CRUZ, BALBOA, CALLAO, ARICA & IQUIQUE.

Through by TRANS-ANDIAN ROUTE to BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
KAISHO MARU	17,000	July 18th.
ANYO MARU	18,500	Sept. 8th.
SEIYO MARU	14,000	Nov. 8th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building.

Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITHS, LTD.

(35)

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 22,000	On or about 2nd Aug.
	"PAUL LEBON" 22,000	On or about 15th Aug.
	"ARMAND BEHIO" 10,000	On or about 4th Sept.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. HODENFUSER

Acting Agent.

Queen's Building.

Telephone 740.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) Tuesday, 7th Sept.

"ATLAS MARU" do Saturday, 25th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTO, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"MEXICO MARU" Sunday, 8th Aug.

"CHICAGO MARU" Tuesday, 14th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" Tuesday, 20th July.

"SIAM MARU" Beginning of Aug.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"ANNAM MARU" Sunday, 1st Aug.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KOROKU MARU" Saturday, 24th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OYRELAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"MANILA MARU" Tuesday, 20th July.

"AFRICA MARU" Saturday, 21st Aug.

SAN FRANCISCO & NEW ORLEANS.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"AITAL MARU" Thursday, 22nd July.

JAPAN PORTS—Moji, Kobe, Yokohama & Yokohama.

"LUZON MARU" Saturday, 24th July.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive and depart from the O.R.B. wharf near the Harbour Office.

TAKAO via SWATOW & AMOI.

"BOHEU MARU" Thursday, 29th July.

For sailing dates and further particulars please apply to—

Y. YABUDA,

Manager.

No. 1, Queen's Building.

Tel. No. 744 & 745.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Days Forward	Amount	Sailings	Amount
S.S. WEST MONTPEL	July 25th.	S.S. WEST MONTPEL	July 25th.
S.S. WEST HIKU	Aug. 10th.	S.S. WEST HIKU	Aug. 12th.
S.S. VINTA	Sept. 12th.	S.S. VINTA	Sept. 12th.
S.S. WEST HIKU	Oct. 7th.	S.S. WEST HIKU	Oct. 10th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Head Office: Los Angeles, Calif. Hongkong Office: Prince's Building, Chater B.

Branch Office: Kobe, Shanghai. Tel. No. 1008.

Manila, Singapore. CHAS. E. RICHARDSON General Agent for South China.

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
SHANGHAI	Shanghai	18th July.
JAPAN	Yokohama	18th July.
AUSTRALIA AND MANILA	Shanghai	18th July.
JAPAN	Shanghai	18th July.

OUTWARD MAILS.

For	Per	Date
Singapore, Australia, and New Zealand via Thursday Island	St. Albans	Monday, 19th, 1.45 P.M.
Straits, Bangkok, Egypt and EUROPE via LIVERPOOL	Ki. Timplar	Monday, 19th, 2.00 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Canada, United States, Central & South America and EUROPE via VICTORIA	Manila Maru	Monday, 19th, 6.00 P.M.
Amoy, Shanghai and North China Swatow and Bangkok	Shanghai	Tuesday, 20th, 9.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and EUROPE via VANCOUVER, B.C.	Empress of Japan	Tuesday, 20th, 9.45 A.M.
Straits, Bangkok, Egypt and EUROPE via LIVERPOOL	Ore tea	Tuesday, 20th, 10.00 A.M.
Swatow, Amoy, and Fuzhou	Hai Hing	Tuesday, 20th, 1.00 P.M.
Philippine Islands, Australia and New Zealand via Thursday Island	Nikko Maru	Wednesday 21st, 9.45 A.M.
Straits, Bangkok, Calcutta and Aden, Weihaiwei, Chefoo and Tientsin	Yokohama	Wednesday 21st, 11.00 A.M.
Shanghai and North China	Huachu	Wednesday 21st, 11.00 A.M.
Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central & South America and EUROPE via SAN FRANCISCO	China	Thursday, 22nd, 9.45 A.M.
Swatow, Amoy, and Fuzhou	Huachu	Friday, 23rd, 1.00 P.M.
Philippine Islands	Longwang	Friday, 23rd, 3.00 A.M.
Shanghai, and North China	Hai Hing	Saturday, 24th, 1.00 P.M.
Swatow, Amoy, and Fuzhou	Hai Hing	Saturday, 24th, 1.00 P.M.
Straits, Bangkok, Calcutta, India via Diu, S. Africa, Egypt and EUROPE via MARSEILLES	Yokohama	Thursday, 22nd, 9.45 A.M.
Shanghai, N. China and Japan, via Kobe	Kaga Maru	Friday, 30th, 10.00 A.M.

COMMERCIAL.

OPENING QUOTATIONS.

On	At	Rate
On London	Telegraphic Transfer	3/8
Bank Bills, on demand	3/8	
Bank Bills, at 3 days sight	3/8	
Bank Bills, at 4 months sight	3/8	
Credit, at 4 months sight	3/8	
Documentary bills, at 4 months sight	3/8	
On New York	Bank Bills, on demand	nom.
Credit, at 60 days sight	73	
On Hongkong	Telegraphic Transfer	nom.
Bank Bills, on demand	nom.	
On Calcutta	Telegraphic Transfer	nom.
Bank Bills, on demand	nom.	
On Shanghai	Bank Bills, at sight	nom.
Private, 30 days sight	nom.	
On Yokohama	On demand	139
On Manila	On demand	137
On Batavia	On demand	137
On Saigon	On demand	137
On Bangkok	On demand	57
Overseas, Bank's Buying rate	\$ 6.37 d.	
GOLD LEAF 100 fine, per bar	\$26.80	
SILVER per 100	52 1/2	

SUBSIDIARY COINS.

Hongkong	Per cent
20 cents piece	90.00 Discount
10 " "	0.15
5 " "	0.10
2 " "	0.05
1 " "	0.00 Premium

BANKS.

HONGKONG SAVINGS BANK.
THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STARR, Chief Manager.
Hong Kong, November 2nd, 1919.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS open and **FIXED DEPOSITS** received for 1 year or shorter periods at rates which will be quoted on application.
T. L. CROCKATT, Manager.
Hongkong, March 27th, 1920.

THE BANK OF TAIWAN LIMITED

(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 80,000,000
Capital (Paid-up)	37,500,000
Reserve Funds	7,000,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Gilan, Kagi, Karsak, Keelung, Mankung, Nanto, Pinnan, Shichiku, Taichu, Tainan, Takow, Tamsui, Toiyen, Aikou.
CHINA—Shanghai, Hankow, Kiating, Amoy, Fuzhou, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON, COUNTY, WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Taishan, Japan, India, China, Siam, India, Philippines, Java, and other Dutch India, Australia, America, etc.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH, Manager.

Hongkong Branch, 2, Des Voeux Road, Central, Hongkong, November 1st, 1919.

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London, E.C. 4.

Authorized Capital	£2,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,600,000
Reserve Fund	£1,000,000

BANKERS:

The Bank of England.

THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:

Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, Singapore, Shanghai, Canton, Hankow, Peking, Tientsin, Delhi, Karachi, Penang, Galle, Kote Bharu, Port Louis (Mauritius).

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 1/2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON, Acting Manager.

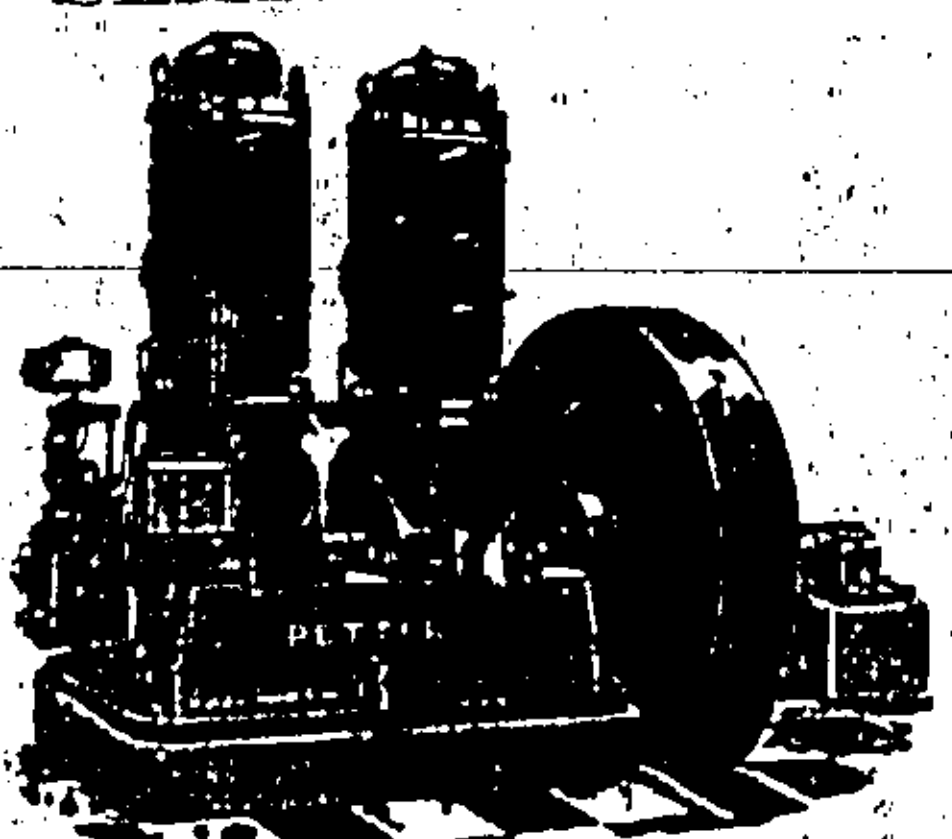
7, Queen's Road Central, Hongkong, June 30th, 1920.

The "Three Castles" Virginia Cigarettes



This advertisement is issued by British-American Tobacco Co. (China), Ltd.

VICKERS-PETTER SEMI-DIESEL CRUDE OIL ENGINES.



SIMPLICITY—RELIABILITY—ECONOMY
A STANDARD SERIES.
FOR WORKING ON CRUDE & RESIDUAL OILS OR REFINED PETROLEUM MANUFACTURED FOR BOTH MARINE AND LAND USE FROM

100 H.P. VICKERS-PETTER SEMI-DIESEL LAND TIE ENGINE 10 TO 450 H.P.

For further particulars apply to—

WM. C. JACK & CO., LTD.

14, DES VOEUX ROAD CENTRAL, HONGKONG.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

ASIA BANKING CORPORATION

AN AMERICAN BANK.

Capital \$4,000,000. Surplus \$1,100,000.

HEAD OFFICE: NEW YORK, U.S.A.

BRANCHES:

SHANGHAI, HANKOW, TIENTSIN, CANTON, MANILA, PEKING, CHANGSHA.

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or France.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us.

Payable Throughout the World.

D. M. BIGGAR, Hongkong Manager.

11311

HONGKONG TIDE TABLE.

From July 18th to 26th, 1920.

HIGH WATER. LOW WATER.

Days of Week.

Standard Time.

Height.

Days of Week.

Standard Time.

Height.

Days of Week.

Standard Time.

Height.

Days of Week.

Standard Time.

Height.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 18th.

Previous On Date On Date

Day at 2 p.m. 6 a.m. 3 p.m.

Barometer 29.42 | 29.40 | 29.37 |

Temperature 80 | 84 | 82 |

Humidity 88 | 87 | 91 |

Wind Direction SSW | SW | SE |

Force 4 | 5 | 1 |

Rain c | o | om |

Highest open-air Temperature on 17th 80 | | |

Lowest open-air Temperature on 18th 80 | | |

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1919.

With INDEX. Price \$7.50.

On sale at the HONGKONG DAILY PRESS Office.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 2, Queen's Road Central.

Paid-up Capital \$2,000,000.00 |

Reserve Fund 200,000.00 |

Directors:

Mr. Pong Wai Tung, Chairman.

Mr. Chow Shou Son, Mr. Kuo Ying Po.

Mr. Li Koon Chun, Mr. Mok Ching Kong.

Mr. Fung Ping Shan, Mr. Wong Yun Tong.

Mr. P. K. Kwok, Mr. Chau Ching Shek.

Mr. Ng Chung Lok, Mr. Tong Po, Esq.

Asst. Manager: L. T. Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 3 per cent. per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 1/2 per annum.

For 6 months at the rate of 4 per annum.

For 12 months at the rate of 4 1/2 per annum.

KAN TONG PO, Chief Manager.

Hongkong, February 12th, 1920.

BANQUE INDUSTRIELLE DE CHINE

(FRENCH BANK).

AUTHORIZED CAPITAL F. 250,000,000 |

SUBSCRIBED CAPITAL F. 150,000,000 |

PAID UP F. 75,000,000 |

RESERVED BY THE GOVERNMENT OF THE CHINESE REPUBLIC F. 50,000,000 |

Chairman of the Board: André Berthelot.

General Manager: A. J. Tardieu.

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon, Hongkong, Yunnanfu, Hankow, Peking, Shanghai, Tientsin, Canton, Saigon, Haiphong, London, Antwerp.

BANKERS:

In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

In LONDON: London Joint City & Midland Bank, Ltd.

In NEW YORK: Bedwood & Co.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIRANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold.

Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOUENEL, Manager.

Hongkong, April 28th, 1920.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000 |

Reserve Funds \$1,500,000 |

Sterling \$23,000,000 |

Silver \$23,000,000 |

Reserve Liability of Proprietors \$15,000,000 |

Court of Directors:

Hon. Mr. E. V. D. PARK—Chairman.

A. H. COMPTON, Esq.—Deputy Chairman.

G. M. Dodwell, Esq.

G. T. M. Edkins, Esq.

A. O. Lang, Esq.

A. S. Gubbay, Esq.

Hon. Mr. H. H. Holbrook, Esq.

Chief Manager: Hongkong—N. J. STARR, Esq.

Acting Manager: Shanghai—G. H. ELLIS, Esq.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STARR, Chief Manager.

Hongkong, May 18th, 1920.

BANQUE DE L'INDO-CHINE

(FRENCH BANK).

Head Office: 15bis Rue La Fayette, Paris.

Capital Fra. 48,000,000 |

Reserves Fra. 50,000,000 |

BRANCHES AND AGENCES:

Bangkok, Hongkong, Saigon, Batavia, Hongkong, Nanking, Shanghai, Peking, Tientsin, Hankow, Harbin, Peking, Vladivostok, Pondichery.

BANKERS:

In FRANCE: Comptoir National d'Escompte de Paris, Crédit Lyonnais, Banque de Paris et de Pays-Bas, Crédit Industriel et Commercial, Société Générale.

In LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris, Crédit Lyonnais.

In NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BÉGIN-DUQUE, Manager.

Hongkong, December 1st, 1919.

THE BANK OF CHINA

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital \$80,000,000.00 |

Paid-up Capital \$17,750,000.00 |

Reserve Funds \$187,400.00 |

HEAD OFFICE: PEKING.

HONGKONG BRANCH: 20-21, Connaught Road Central.

Branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers: The National Provincial and Union Bank of England, Ltd.

New York Bankers: Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:

For 3 months ... 3% per annum.

For 6 months ... 4% per annum.

For 12 months ... 5% per annum.

TSUYEE HUI, Manager.

Hongkong, February 6th, 1920.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office: 6, Des Voeux Road Central.

Hankow Branch: Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY, Manager.

Hongkong, July 7th, 1919.

HONGKONG CHINESE COMMERCIAL NEWS.

Incorporated with the CHUNG NGOI SUN FO (Chinese Daily Press).

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE.

Terms for Advertising (Translation fee can be obtained at the Office, 104, Des Voeux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents).

Documents translated from or into Classical Colloquial Chinese.

Printed and Published by BERTRAM ARTHUR HALL, for THE HONGKONG DAILY PRESS, Ltd., at 104, Des Voeux Road Central, Victoria, Hongkong; London Office: 131, Fleet Street, E.C.